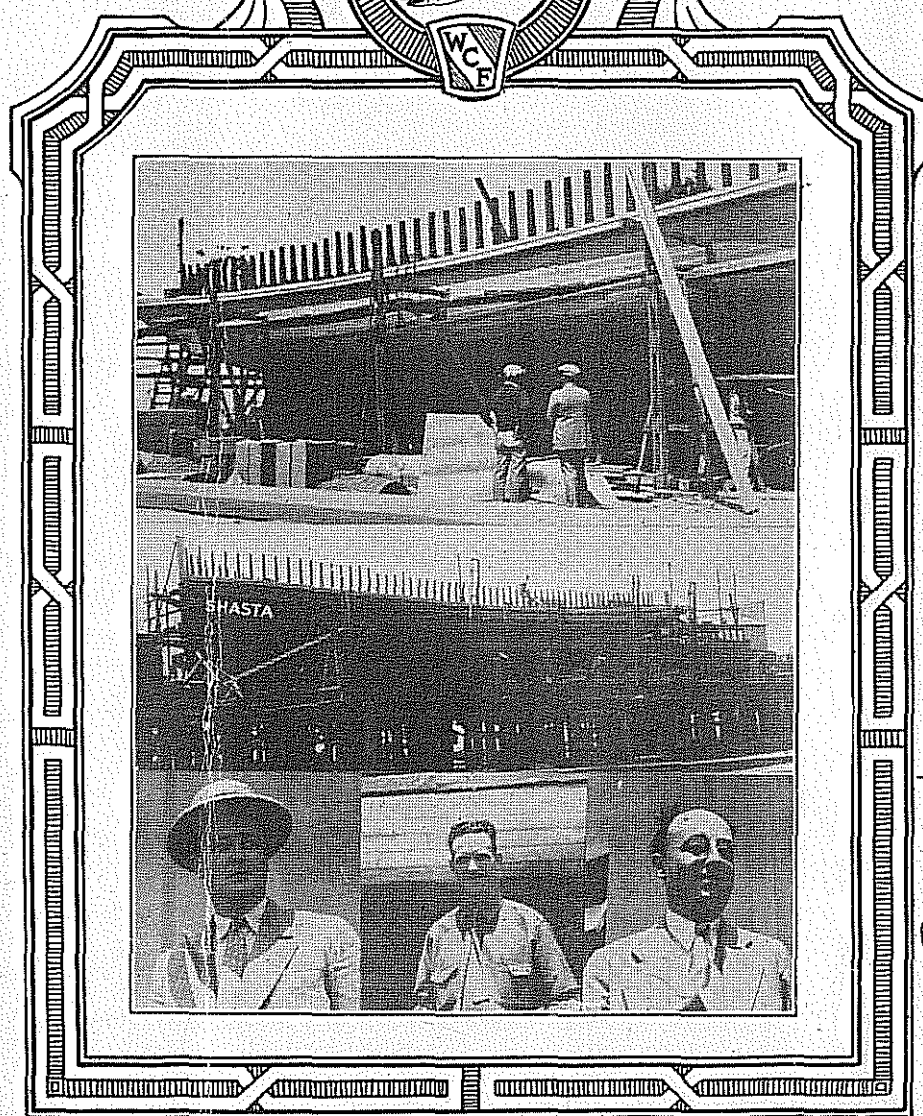


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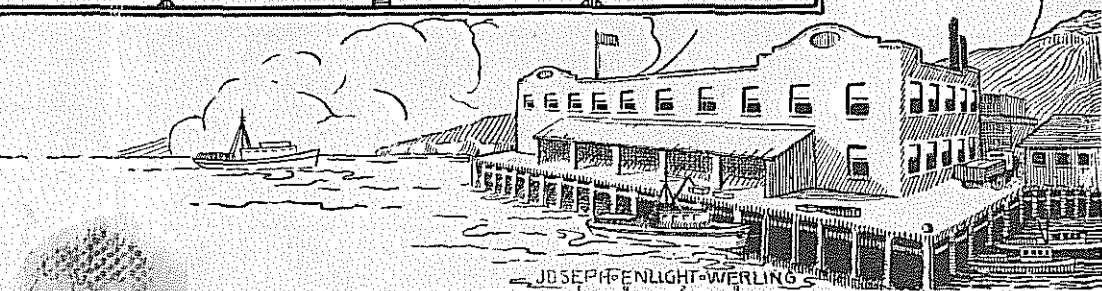
# The WEST COAST FISHERIES

*America's Western*

*Fishing Industry*



**FISHING  
BOAT NUMBER**  
**JUNE 1929**  
35 Cents



JOSEPH ENLIGHT-WERLING

# Sebastian-Stuart Fish Co.

PACKERS OF

Fresh and Frozen  
**HALIBUT—SALMON**

MILD CURED SALMON

CANNED SALMON

SEATTLE, WASHINGTON, U. S. A.

## Columbia River Packers Association, Inc.

Largest Fresh Fish Dealers  
on the Columbia River

ASTORIA, OREGON

KARL I. SIFFERMAN

EARL N. OHMER

## Alaskan Glacier Sea Food Company's

HIGHEST QUALITY

**SHRIMP MEAT and CRAB MEAT**

Can Be Procured From the Following Seattle Fish Dealers

San Juan Fishing & Packing Co.  
Palace Fish and Oyster Co.  
Sebastian-Stuart Fish Co.

Edwin Ripley & Son  
American Sea Food Co.  
Dressel-Collins Fish Co.

New England Fish Co.  
Booth Fisheries Co.  
Haines Oyster Co.

Ripley Fish Co.  
Sound Fish Co.  
Whiz Fish Co. Main Fish Co.

P. O. Box 1001 SEATTLE, WASHINGTON

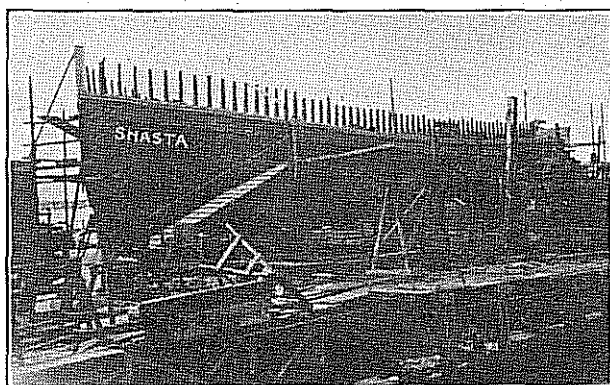
Packed by the Alaskan Glacier Sea Food Co.  
Petersburg, Alaska

## Arthur Anderson Fish Co., Inc.

*Producers and Distributors of Oregon's  
Finest FRESH and FROZEN Salmon*

**ALSO SALMON PACKERS**

HOME OFFICE, ASTORIA, OREGON



## THE SHASTA

# Auxiliaries Completely Electrified

**I**N building the Tuna Clipper, "The Shasta," The San Diego Marine Construction Company will produce for Charles A. Landers and Lawrence Oliver a boat which is the last word in fishing craft.

Bait pumps, bilge pumps, cargo winch, anchor winch, ice machine, and other aux-

iliaries are all electrically driven by Westinghouse equipment.

This Tuna Clipper, which will be used to cruise 7,000 miles and more on each expedition in Pacific fishing waters, is indeed the realization of a fisherman's dream.



WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY

LOS ANGELES  
SAN DIEGO

SAN FRANCISCO  
PORTLAND

SEATTLE  
WILMINGTON

# Westinghouse

# LANDERS PLAYS SAFE ON HIS TUNA CLIPPER SHASTA *Because A Lipman Means Refrigeration*



Tuna Clipper Shasta Lipman Equipped.

Refrigeration is fast raising west coast fishing industry into the rank of Big Business—Fishing boat owners realize the time is now for sane electric equipped refrigerating plants—each season Fishermen are forced to give special attention to expense-saving devices because the fishing radius is moving farther and farther from the home port—long trips are expensive—no chances should be taken.

A low price machine does not mean low cost refrigeration. A poor machine will cost you more at any price.

Lipman Electric Refrigeration will soon pay for itself by saving ice and preventing spoilage. Chas. A. Landers, the sagacious Southern California fishing boat owner, simply demanded a LIPMAN because he is a man that always plays safe—his selection of a Lipman will make him live longer as he will not have to worry about his cargo—a profit will be realized by economical operation. Lipman refrigeration machines are compact and efficient.

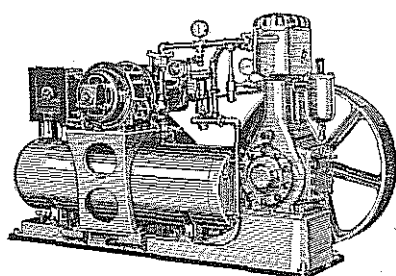
REMEMBER—Landers Plays Safe.

## General Refrigeration Company

Beloit, Wisconsin

### PACIFIC COAST DISTRIBUTORS

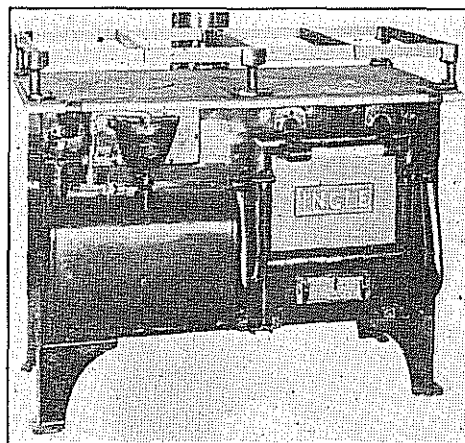
Lipman Refrigeration Co., 515 E. 9th, Los Angeles  
West Coast Gas Engine Co., Union and Market Sts., San Diego  
Price Teltz Co., 683 Howard St., San Francisco  
Gray, McLean & Percy, 13th and Davis St., Portland  
Gray, McLean & Percy, 313 3rd Ave., South Seattle



# Shasta Installs an Ingle

United States Government Richfield, Union, Texas and Standard Oil Companies also thousands of Steamship Companies, Hotels, Cafes, Resorts and private homes everywhere use INGLE RANGES

## So Why Not Fishing Boats



*Read this letter and be convinced*

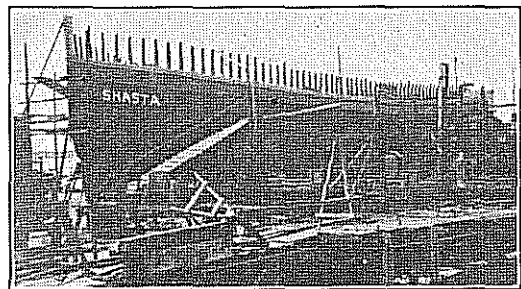
Attention Finley M. Drummond, Pres.  
Ingle Mfg. Co.  
San Diego, Calif.  
Gentlemen:

For the benefit of those contemplating purchasing ranges for fishing boats, please be advised I thoroughly investigated the entire stove field before purchasing the INGLE RANGE from you, and the reason I decided on an INGLE RANGE was because of economical operation, efficiency, durability and above all, simplicity in construction thereby requiring no special attention, no motors, no fans, really nothing to get out of order, thus eliminating repair bills, also burns any kind fuel oil.

It is with pleasure I am able to submit this letter.

Very truly yours,

CHAS. A. LANDERS,  
San Diego, Calif., May 25th, 1929.



Ingle Range Installed on the Shasta

**Ingle Manufacturing Co.**  
San Diego, California



# SHASTA



## *Built by the San Diego Marine Construction Co.*

The fishing industry of Southern California is realizing the need of super quality.

Charles A. Landers knows where there is quality . . . his long years of experience taught how to buy quality . . . after all quality remains long after the price is forgotten .

Yachts  
Launches  
Work Boats  
Gas Engines  
Marine Supplies



Boat Shop  
Machine Shop  
and  
Marine Railways

Foot of Sampson Street  
SAN DIEGO, CALIFORNIA  
Phone Main 4363

R. J. CHANDLER, Sec. and Treas.

O. J. HALL, Pres. and Mgr.

# THE WEST COAST FISHERIES

PUBLISHED IN THE INTEREST OF AMERICA'S WESTERN FISHING INDUSTRY

PROGRESSIVE



INDEPENDENT

## The Rapid Evolution of Fishing Craft On the American West Coast

**POWER, THE PROPELLING FACTOR RESPONSIBLE  
FOR REMOVING THE LIMITS ON FISHING OPERATIONS**

**T**WO BRANCHES of industry are primarily responsible for feeding a hungry world—farming and fishing—the world's oldest and most honorable occupations, social decrees and judgments notwithstanding. The farmer reaps his harvest from the land, the fisherman from the sea. The fisherman's domain, while three times that of the farmer in extent, through all the centuries up to the present day, has always held restrictions which limited operations. The second decade of the twentieth century is distinguished by the fact that, for the first time in the history of the world, the fisherman is actually master of his domain to the extent of traversing its farthest bounds, spreading his nets in the virgin banks of far-flung seas and bringing in his harvest from heretofore unexplored regions.

### *The Story of the Fishing Boat*

The story of fishing craft on the American West Coast, from the tree-trunk "dugout" of the aborigine to the Diesel-Electric powered, refrigerated trawler and bait boat is a short chapter, in fishing history compared with the older fishing grounds of the world.

When the first adventurous white men made their way across the Rockies they found the Indian tribes actively engaged in the pursuit of game of the sea and equipped with craft and implements wholly ample for their needs. They had different sizes of canoes for fishing the various varieties of fish. For whaling, the craft was 35 to 40 feet in length, supplied with harpoons, lances, lines, etc., and could carry a crew of seven or eight. An important part of the equipment was floats made from the inflated bladders of Sealions. These were used as buoys attached to whale lines after the whale had been struck. The Cod and Halibut dugouts were somewhat smaller—30 to 33 feet long, with 5-foot beam—and carried a crew of four or five. The sealing canoes were still smaller—20 to 22 feet long and 2-foot 6 inch beam—while the Salmon boat was still smaller, being only about ten feet in length and carried only one man.

### *Design Differed With Localities*

The designs differed with tribes and localities, but the Oregon dugout differed very materially from others along the coast to the point of distinctiveness. They were hewn from a single tree trunk and artistically shaped. The sides were shaved down very thin, seldom exceeding three-fourths of an inch, and was preserved from warping by means of thwart. They were cared for with the utmost solicitude, never being left to exposure in the sun for fear of cracking.

### *The Makah Canoe*

The Indians of Vancouver Island were expert in the construction of canoes as well as expert in fishing. The Makah canoe, used in whaling and Halibut and Cod fishing, was sharp at both ends, with long, easy-lines and rather a flat-rounded bottom, flaring sides, being carved so as to curve outward somewhat at the gunwale. The bow was strongly curved, very closely resembling in shape the clipper schooner. As the fishing of the natives was to meet their own needs only, it will be seen their craft and equipment were fully equal to requirements. Approaching Alaska the character of craft changed largely from wood to skin. These were of various designs and sizes also, but distinguished for their speed and easy management. They were usually made from the skin of the Walrus or Ringed Seal.

### *No Hurry to Come West*

The people of the Atlantic coast were in no hurry to flock west even after the establishment of the fur-trading post at Astoria, so that fishing remained in the hands of the aborigine until well toward the close of the century. With the growing population, however, appeared limited possibilities in commercial fishing. The early craft came around the Horn from New England and were for the most part clipper schooners. In 1888 and 1889 the U. S. government made a survey of fishing craft of the West Coast which has been drawn on for this article, but many of the small boats had been built at San Francisco and other points.

### *The Boats of the Eighties and Nineties*

The fishing boats of the eighties and nineties were mostly small, undecked craft under five tons. The majority were lateen-rigged feluccas, or catboats, according to the government report, but there were also a few sloops and schooners with sprit-rigged sails. There were also some flat-bottomed boats of the sharpie, or bateau type, in use by the 137 men who made up the fishing force of Los Angeles County, all but three of whom were foreign born, though 75 were citizens. The sail boats were valued at from \$75 to \$400 each and the few small rowboats were valued at \$20 to \$25. The larger sail boats were very similar to the feluccas used in San Francisco, which were considered seaworthy and were, in fact, of exceptional sturdiness.

### *Ice Not Yet in Style*

In the eighties and nineties ice had not yet come into general use. Whether because the price was too high, or whether ice was not to be had does not appear, but the reports of boats becalmed on the fishing grounds or in trying to make it back to market with their entire catch spoiled and tossed overboard were numerous. In 1889, it is reported that San Diego raised a fund to charter a schooner for making an exploration expedition to the Cortez banks. It is a matter of government record that this schooner made a number of very successful trips, taking many thousands of pounds of fish.

### *Monterey's Fishing Fleet*

Monterey's fishing fleet numbered about fifty, equally divided between Chinese and Whites. Even as early as 1889, the Chinese fishermen were blamed for evading the law, though probably not at all times rightfully. They were charged with having absolutely no regard for the preservation of young fish from destruction. The Chinese at Carmel Bay had a big junk of eleven or twelve tons, with 22 skiffs, or sampans, of an average length of 20 feet. The boats used by the Whites in Monterey were built in San Francisco, but all were less than five tons. Four of the largest were feluccas and 17 carried sprit-sails. Beside this there were 7 rowboats on the bay.

### *On the Sacramento River*

On the Sacramento and San Joaquin Rivers there were in 1889 a dozen small vessels engaged in collecting the catch of 1,102 fishermen with their small boats. These were all sloops, and two of them, The Boss and The Challenge, were employed part of the year as oyster transports in the San Francisco oyster trade. The largest of these was 17 tons and the smallest 5, the average being 12 tons.

### *Halibut Fleet From New England*

The vessels employed in Halibut fishing, a large part of the product of which was salted, were nearly all clipper-built eastern schooners coming from New England to engage in this fishery, which was a decidedly new enterprise on the West Coast at that time. Other types of vessels were also brought around to engage in the Cod fishing to the north, but the smaller boats were soon abandoned for boats of greater dimensions—two and three-masted schooners of the merchant marine type, and were really used in the capacity of freighters, carrying men and equipment north in the spring, and bringing men and catch back in the fall. The largest schooner in the Cod fishery was the three-masted Hera, 132x29x12, 369 tons, and carried a crew of 40, including three boys. The John Hancock, which

was Commodore Perry's flagship on his visit to Japan in the fifties, was for a number of years in the Cod fishery on the Pacific Coast.

### *The Great Salmon Fleet*

The Salmon fishing in Alaskan waters, beginning with the new century, necessitated vessels for transporting the supplies and equipment to the stations and freighting products to market and in supplying the canneries with fish from points within easy reach. Spectacular among these was the fleet of the Alaska Packers' Association composed very largely of sailing vessels of every size and type from small sailing schooners of 50 to 60 tons to five-masted vessels of more than 800 tons, brigs, barks, etc. In 1889, according to government report, there were 70 vessels ranging from 37 to 1160 tons, very heterogenous in character in the Alaska Salmon fishing—assembled for the purpose, but in no way typical of the Salmon fishing industry.

### *A Double Propeller Salmon Boat*

A boat employed in the Oregon Salmon fishery is deserving of special mention because of its unique distinction in having two propellers. This was The Thistle, and plied between canneries on the Rogue River and San Francisco. She carried a propeller at the bow as well as at the stern, attached to the same shaft which ran the entire length of the vessel. The object was to prevent "racing" of the screw in the heavy swells of the ocean, particularly when crossing the bar at the entrance of the Rogue River. Her dimensions were 70-5x-18x9-5—32 tons, 20 h.p. nominal and 80 h.p. indicated.

### *The Salmon Gill-Net Boat*

The boat used in river and coast gill-net fishery differed from all the small craft, and while found in greatest number on the Columbia River, was distributed from Mexico to Alaska. The first boat of the kind to be used on the Columbia River was built, by J. J. Griffin at San Francisco in 1869 for George and Robert Hume. This type, 22 to 24 feet long and 6 to 8 feet wide, has a washboard at each side and a short section of deck at each end. On the Sacramento River they were somewhat smaller. The first boat of this type on the Sacramento was built by Griffin for "Greek Joe," in 1868, and this soon came to be the standard Salmon boat. Before that time Whitehall boats and skiffs had been employed in the Salmon fishing, but they were not so well adapted as the Griffin type.

### *The Battleship Boats*

About twenty years later a new crop of boats sprang up. They were the little "battleships" of 16 to 30 h.p. and 30 to 40 feet in length, specially adapted to Tuna fishing. They carried ice and made trips to Mexican waters, catching Barracuda and other Southern California fish. The craft was of a decidedly sturdy character, the forerunners of the big high seas purse-seine and live bait craft of today.

Several factors combined to develop the Tuna Fishing fleet operating out of Southern California ports, but chief among these are: The perfection of the Diesel engine operating efficiently on crude oil so that ample fuel supply of low cost could be carried for long cruises, the demand for Tuna to be supplied in distant waters and the introduction of refrigeration to preserve the freshness of the catch. These boats run to 125 feet in length and are capable of circumnavigating the globe. Unquestionably California's fleet of Tuna clippers, considered as a type, constitutes the world's largest and finest fishing craft.



# A Fisherman's Dream of A Tuna Clipper

**A MODEL IN MODERN FISHING CRAFT  
UNPARALLELED IN COMPLETENESS OF EQUIPMENT**

**T**HE MAN, who, with an ideal in view, builds with ideas formed from practical knowledge and experience, never fails to achieve the extraordinary—something higher, or better, or more nearly perfect than the average and ordinary. This applies with equal significance to automobile, to fishing boat, to aeroplane, railroad or wheelbarrow. Dreams attest a creative power, realized only now and then, but when achieved and wrought into the substantial, stand as a marker of distinct advance.

## **A Dreamchild Ship**

Messrs. Charles A. Landers and Lawrence Oliver are business men of San Diego who have been connected with the fishing industry of California for twenty-five years. During these years they have become intimately acquainted with conditions and details of operation. Mr. Landers is known the length and breadth of the coast as a responsible, conservative and successful business man. Mr. Oliver is equally well known as the owner of the American Fisheries Company and San Diego manager of the Union Ice Company, saying nothing of other enterprises. Through the years of their contact with the fishing industry they acquired ideas regarding fishing craft, for they have owned and operated boats at various times. There came a day when they had very clear ideas regarding what they would do if they were going to build a boat, and finally, a day when they decided to put those ideas into execution. Building a boat, be it understood, is an altogether different thing from buying or operating a boat.

## **Knew What They Wanted**

Mr. Landers lays no claim to being a naval architect but he knew precisely what he wanted. Ditto Mr. Oliver. Mr. Landers is very emphatically that style of a man. Not only does he know what he wants, but why he wants it. His ideas of a Tuna fishing craft clicked with those of his associate and they gave their specifications in detail to Superintendent Prewett of the San Diego Marine Construction Company with instructions to make a boat accordingly, and it has been done. The craft has been constructed in absolute conformity to design in every detail. The equipment throughout was selected by the owners and as this is being written the finishing touches are being given The Shasta, which is scheduled to be launched June 1.

## **Not the Biggest Boat, But—**

The dimensions of the Shasta are under those of many of the craft built for Tuna fishing the past year. The observer may also have noted that many craft of two and three hundred tons capacity have been landing 100-ton catches more often than greater. Messrs. Landers and Oliver say, "Why a 200-ton boat, if one of half that capacity will do the work easier, better and more economically?" The Shasta's dimensions are 96x23x10-8, and her cruising radius will be 6,000 miles. Soon after launching she will enter the service of the Van Camp Sea Foods Company, Inc., in charge of Capt. O. J. Gosser, one of the most successful fishing

boat masters that the industry has thus far produced. The engineer, Paul Ames, is an exceptional mechanic as well as navigator and fisherman, and is likewise well known. Radio Operator E. J. Crowley has been in the United States government service for seventeen years as a radio operator and chief electrician. The Shasta will carry both sending and receiving apparatus, the radio room being built in the cabin on the upper deck. This is the second fishing boat on the Pacific coast to be so equipped, the Emma R. S., also built by the San Diego Marine Construction Company, being the first. Nine men will compose the crew. One feature in which the Shasta will be in advance of most if not all of the Tuna fishing craft is in system of ventilation. A guest cabin is another feature.

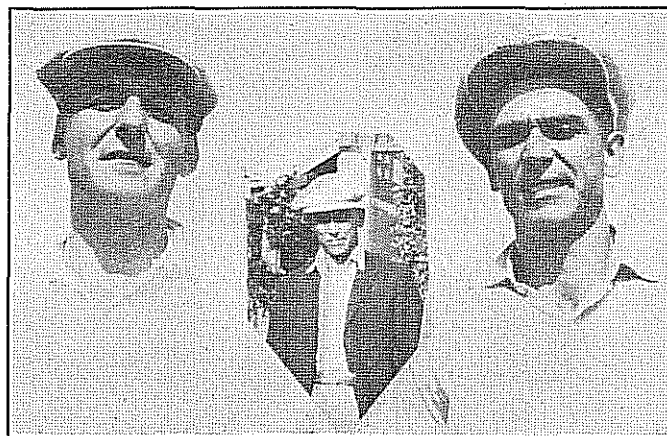
## **Electric Work on Quality Basis**

The electrical work on the Shasta wiring and auxiliary installation, was awarded to Ets, Hokin & Galvan, of San Francisco and Wilmington, and on a quality basis—the best of everything in the way of material, to be put in the best way possible—a first-class job in every respect.

While the contract was awarded an competitive bid, the understanding was quality first.

## **Profiting By the Mistakes of Others**

Messrs. Landers and Oliver have had ample experience in the operation of fishing craft, and have had unlimited opportunity to observe mistakes made by others and they have endeavored to profit by this observation. They have not been carried away by the idea that the bigger the boat the better. They have applied the business man's judgment with relation to investment and returns thereon so there is some little reason for believing The Shasta approaches very closely a standard of perfection in fishing craft for Southern California operations.



Left to right. O. J. Gosser, Captain Boat Shasta; E. J. Crowley, radio operator of the Shasta; Paul Ames, navigator and fishing expert

# Diesel Power Adapted to Fishing Fleet

**ORIGINAL GERMAN DESIGN SIMPLIFIED  
TO MEET REQUIREMENTS OF FISHERMEN**

**T**HE PRINCIPAL of ignition of fuel by heat of compression was developed by Dr. Rudolph Diesel, of Munich, Germany, in the early 90's. Production of the first commercially successful mechanical injection marine Diesel engine in America, of American design, not built under European license is claimed by the Atlas-Imperial Engine Company, of Oakland, California. In the perfection of this principle and adapting it to practical service the compressed air injection feature of the early type was abandoned by the engineers for the less complicated and more economical system of mechanical injection.

## **Few Marine Diesels Before 1912**

Prior to 1912 few Diesel engines for marine service had been built in the United States. Impressed with its possibilities the Atlas organization began the development of a Diesel marine engine. In 1915 a number of marine engines of the air injection type, 100 to 250 h.p. were built, but realizing the need of simplification for vessels requiring small power they began the development of an engine to deliver as low as 15 h.p. per cylinder, of rugged construction, easily accessible, dependable for service, and requiring a minimum of attendance. In the course of this development work, important discoveries were made and patents obtained. Since bringing out this engine in 1920, notable improvements and refinements have been made which are reflected in the perfection of design, durability of construction, economy of operation and low maintenance of the Atlas-Imperial Diesel Marine Engine of today.

The Atlas-Imperial Marine Engine Company, which, for a number of years has held a leading position amongst the manufacturers of Diesel Marine engines, has recently doubled its capacity, having purchased the plant of the Pacific Diesel Company, and amalgamated it with the Atlas. It may be said therefore, that it is entering a new era of expansion and activities.

## **Hard Test for Auxiliaries**

Mr. N. S. Kalbaugh, district manager of the Atlas-Imperial Company at San Diego, reports thirty-nine installations of Atlas-Imperial Diesel engines in his district since January, 28 of this year. Three Tuna boats recently built in San Diego and equipped with Atlas-Imperial Diesel engines, are the Orient, an all steel craft, the Funchal, and the Point Loma.

## **Economy in Conversion**

The new boat Victoria owned by Augustino Zollezi, formerly equipped with a 25 h.p. heavy duty gas engine, was converted about four months ago, when a 30-45 h. p. Atlas-Imperial full Diesel engine was installed. Mr. Zollezi figures he has saved about \$500.00 in that time in the cost of fuel.

Manuel Salvia, of San Diego, owner of the Roosevelt, has had the same experience, with the difference that he figures his savings have been around \$600.00 for the same period.

The Shasta which will be launched from the way of the San Diego Marine Construction Company June 10, will be powered with a 250 h.p. Imperial Diesel, R.M.P.

275, and will have a 30 h.p. two cylinder 20 K.W. Diesel generator.

In the yards of Al. Larson Boat Building Company, San Pedro, two boats are under way, which will be powered by Atlas-Imperial Diesels. One is an 80x20x10 craft for M. Matsui, in which will be installed a 200 h. p. and a 55x14x6, for Frank and Sam Brocato, which will carry a 65 h. p.

## **Demonstrated Cost of Operating**

5½ gallons of Diesel fuel oil at 4c per gallon will operate a 100 h. p. Atlas-Imperial Diesel engine one hour. Cost .....21c

1/15 gallon of lubricating oil at 60c per gallon.... 4c

Total hourly cost of fuel and lubrication.....25c

Compilation of data from scores of users of Atlas-Imperial Diesels indicate a much lower cost per hour than the above, but this is accounted for by the fact that the full power or capacity of the engine is not being used continuously.

## **A Hard Test for Auxiliaries**

The Atlas-Imperial Diesel engine is distinguished amongst prime movers for continuous day-and-night duty at full load, the fuel saving is such use being large in comparison with the consumption of other types of engine, the operating and fixed charges for the Diesel Engine being lowest per unit of power. The auxiliary plant of the Orient was run for forty days and nights without stopping, and the auxiliary plant of the Funchal was operated continuously for thirty-six days and nights, and on neither boat have the slightest repairs been necessary.

The Atlas-Imperial Engine Company maintains an office on Terminal Island in charge of O. W. Beckman. Since opening this branch two years ago eighty-five marine engine installations have been made. At this time installations are being made in the Venus, built by the San Pedro Boat Building Company for L. Beglerius and J. Elias. The Venus is 85 ft x 20 x 7-6 electric throughout. The Atlas-Imperial engine going in is 6 cyl. 250 H.P.

A 4 cyl. 90 H.P. is being installed in the Golden Gate for F. Fugi, this craft being a conversion from a gas boat. These conversions are general on account of the fuel economy of the Diesel type engine.

## **WORLD'S LARGEST DIESEL TRAWLER**

The world's largest Diesel trawler was recently completed in the yards of Burmeister & Wain, Ltd., Copenhagen and christened "Victoria." She is 195 ft. x 32 ft. 9½ in. x 18 ft. 7¼ in., 1075 tons, d.w. Draught, 17 ft. 2¼ in. Built and engined for Societe Nouvelle des Pecheries a Vapeur, Arachon, France. Speed of ship, 11.93 knots a 1248 i.h.p. Average of total daily fuel oil consumption during fishing campaign less than 2½ tons. Bunker capacity for 120 days. The Victoria is now on her second trip to the deep sea fisheries.

# A Boat Built In Accordance with Design

THE SHASTA OF SAN DIEGO TO BE LAUNCHED JUNE 10TH  
FROM WAYS OF THE SAN DIEGO MARINE CONSTRUCTION COMPANY

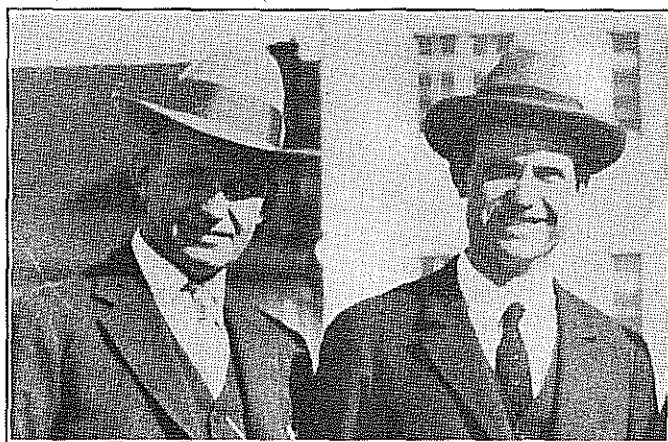
A FISHING BOAT of the new type of Tuna, or live bait craft, built strictly in accordance with the specifications of the designer, is so rare an object in the Southern California fleet as to be the exception proving the rule. The builder may start with an unamended design, but the fisherman who is to operate the craft usually comes along with an idea, for fishermen are affluent with ideas regarding fishing craft, and the result is usually a change here and a shift there—a heavier engine or a lighter something else than dimensions call for—or something in some manner or other deviating from the plan of the designer, breaking, in some detail, the balance of his conception. All of this is quite natural since the Tuna Clipper, or live bait boat, is an evolution still in the process of being evolved. In other words, precisely what the vessel ought to be from all viewpoints has not been definitely determined.

## A Notable Exception to the Rule

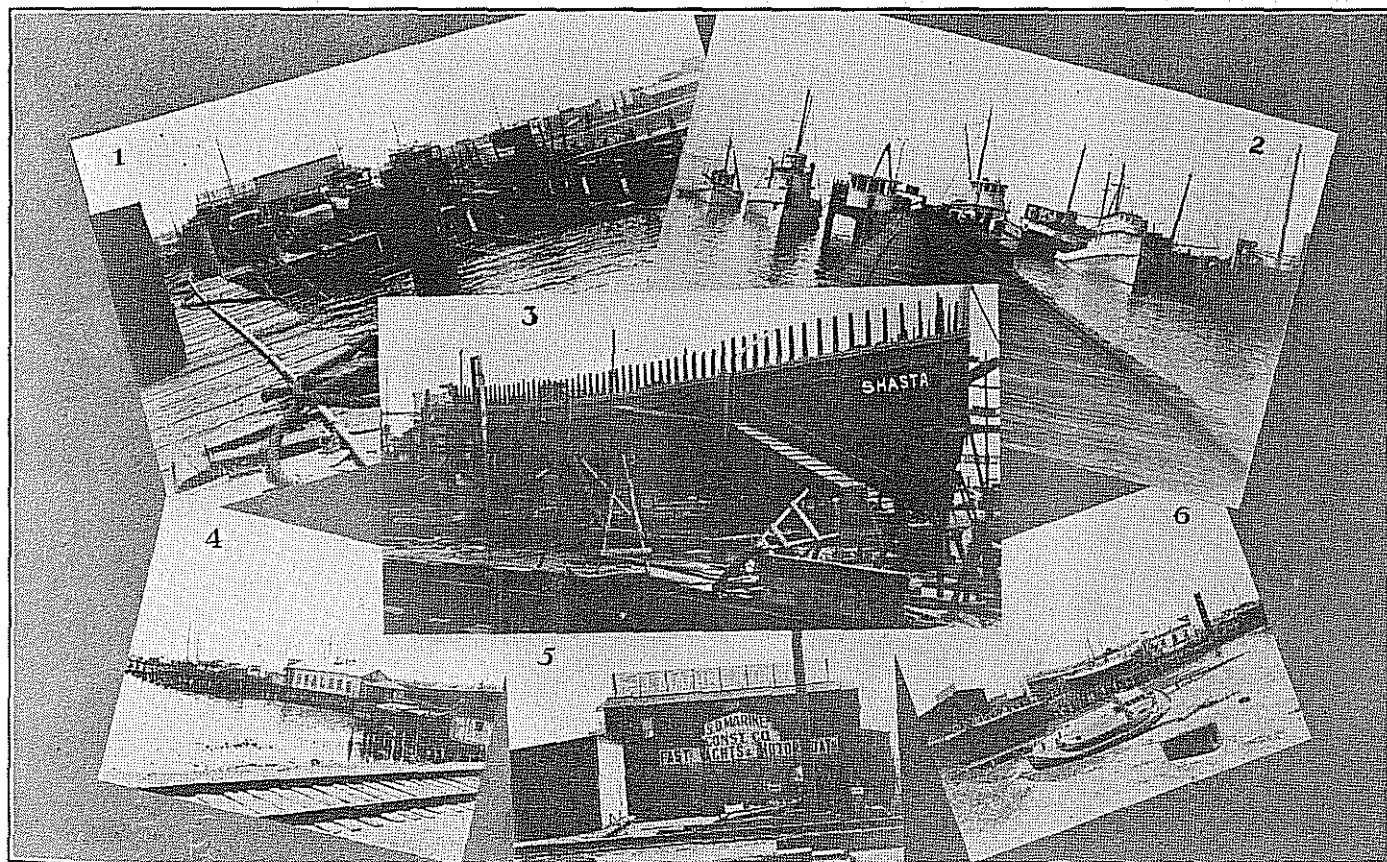
The Shasta, a California Tuna Clipper on the point of completion in the yards of the San Diego Marine Construction Company, scheduled to be launched June 10, is a notable exception to the general rule of amending designs. The boat has been built for Messrs. Chas. A. Landers and Lawrence Oliver. Both men have been connected with the fishing of Southern California for years and they had definite ideas regarding what they wanted in the way of a boat. These ideas were delivered in detail to Mr. R. L. Prewett, superintendent for

the San Diego Marine Construction Company and a designer of note and outstanding ability, having designed some of the finest vessels built in Pacific ports, notably the fishing boats Emma R. S. and the Point Loma, two of the finest of the fishing fleet, and the tug Palomar, which, it is generally conceded, leads the tug procession up and down the coast. The design as originally adopted has been carried out to the smallest detail, and the builders, as well as the owners are

(Continued on Page 18)



Left, Captain Oakley J. Hall, President and General Manager San Diego Marine Construction Co. Right, R. L. Prewett, Superintendent San Diego Marine Construction Co.



San Diego Marine Construction Company's Shipyard. 1. View of the Marine Ways. 2. Boats anchored near the Marine Ways. 3. The Shasta approaching completion. 4. Side View of Marine Ways and Machine Shop. 5. Machine Shop. 6. Showing Shasta on the ways.

# Diesel Fuel for the Fishing Boat Galley

## FIRST INSTALLATION OF INGLE-VALJEAN COMBINATION IN A FISHING CRAFT IS MADE ON TUNA CLIPPER SHASTA

**T**HE combination of the Ingle Marine cooking range and the Valjean Carburetor Oil Burner is one that has been installed on hundreds of vessels of the United States government—battleships, cruisers, etc. as well as on many line vessels, but the first installation in a fishing craft is in the new bait boat Shasta, built by the San Diego Marine Construction Company for Messrs. Chas. A. Landers, and Lawrence Oliver, of San Diego. Mr. Landers gave the matter of a range for the Shasta his personal attention. With his usual thoroughness he went into the subject in detail. There are all manner and makes of ranges, but the range that came up to Mr. Landers' idea regarding what was suitable for the Shasta was something else.

### Mr. Drummond Demonstrates

The attention of Mr. Finlay M. Drummond, president of the Ingle Manufacturing Company, of San Diego, which manufactures ranges specially adapted to ships, was drawn to the Shasta. Fishing craft was a field heretofore neglected, but here was a boat deserving of the finest in the line, and, furthermore, that same was precisely what the owners were demanding. Messrs. Drummond and Landers went into a conference which wound up in a demonstration. Mr. Drummond, who knows his ranges up, down, and crosswise, connected up an Ingle and gave a practical demonstration of its advantages. It was convincing. The Ingle with the Valjean process of combustion was ordered for the Shasta.

### The Valjean Process

The Valjean Carburetor Oil Burner is extremely simple of construction, but its operation approaches the miraculous. When installed in the range, it enables the owner to generate gas from any grade of fuel oil, without auxiliary apparatus of any kind. The gas is automatically mixed with the proper amount of air to secure the leanest possible mixture which will burn. The carburetor then delivers this mixture to the combustion chamber of the range, where combustion takes place without smoke or waste. The operation is absolutely noiseless and safe, as well as extremely satisfactory. As there is no mechanical or electrical apparatus used with the burner, there is nothing to require constant attention. The range connects up with the engine fuel tank, and there you have the best possible service in the simplest and most economical way. The most exacting can ask no more.

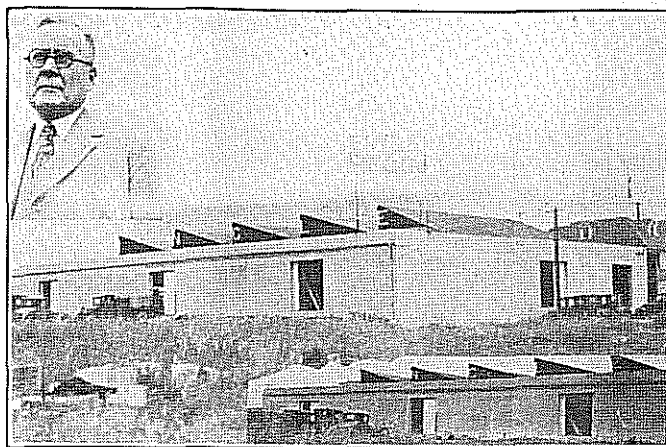
### The Ingle Range for Ships

The Ingle Range is designed to withstand hard usage and heavy duty. It has no complicated devices and is as near fool proof as a range can possibly be made. Unnecessary trimming, usually placed on ranges to aid selling, have been eliminated and it is, without doubt, the sensible range for fishing vessels.

The Ingle Manufacturing Company has a strictly up-to-date factory and produces ranges to fit every requirement, from the home kitchen to the high-class cafe, the palatial hotel, or the battleship, and their products are sold in all parts of the world.

The list of installations of the Ingle is a long one and

includes such institutions as New Palm Beach Hotel, Palm Beach, Florida; Dollar Steamship Line, San Francisco; Letterman Hospital, San Francisco; Carnegie Steel Co., Pittsburgh, Pa.; Clifford Durant's yacht; Don Lee's yacht Invader; Douglas Fairbanks' ranch; Rancho Santa Fe; Hotel Maryland, Pasadena; U. S. Naval Training Station and Naval Hospital, San Diego; U. S. S. Destroyer Crane; U. S. S. California, etc. Forty-nine ranges will go into new scout cruisers being built



Production Plant of the Ingle Manufacturing Company, San Diego. Insert lower right, Foundry Plant of Ingle Manufacturing Company. Insert upper left, Finlay M. Drummond, President Ingle Manufacturing Company

by the United States Government, and the Ingle company has just completed installations on a number of coast guard cutters.

The features of the Ingle range equipped with the Valjean Carburetor Oil Burner, which are responsible for the unparalleled success of the combination, and which marks this as the ideal equipment for fishing craft as well as larger vessels of all kinds, are, briefly: No motors; no fans; no intricate or complicated contrivances requiring expert attention; requires no special attention; requires no repairs; is noiseless, smokeless and sootless. The crankiest cook afloat could hardly find fault with this, or even imagine anything better in the way of equipment for the galley of the fishing boat.

### INCREASING FISH CONSUMPTION

Improved transportation facilities means new markets and new markets mean increased sales. Improved facilities for handling perishable products, however, are eliminating a heavy percentage of the time element.

It is not so much new markets that are needed by the fishing industry as the development of the demand generally through means and methods that appeal to the public. Fish has been one of man's staple foods since the creation and yet in this country the industry has not been able to raise itself to the point of supplying the family table for one meal a week.

Will placing a protective duty on fish serve to increase the demand? Neither Canadian nor Mexican fish come into the United States in competition. Importation, for the greater part, is to supply a demand.



# What Mechanical Refrigeration Is Doing For the Fishing Industry

## THE RANGE OF FISHING OPERATIONS EXTENDED TO UNEXPLORED BANKS IN FAR DISTANT WATERS

**I**N THE SCIENCE of numbers we have arithmetic and the higher branches stepping up—algebra, geometry, etc. In the fisheries industry there is developing a very similar graduation in refrigeration service. Mechanical refrigeration may be said to begin where ice leaves off, or perhaps it may be more properly designated as a continuation, supplementing and carrying forward the ice service. The carrying forward of this service is carrying the fishermen forward into operations in far waters, hitherto only dreamed of by the most adventurous. Grimsby, Aberdeen, and Hull fishermen in the British Isles, Bergen and Stavanger fishermen in Norway, and fishermen from other North Sea ports land fish from the Arctic waters of Iceland and Greenland. Pacific Coast fishermen are reaching out to the end of the Alaska peninsula and to the Shumagin Islands for Halibut, and to Central American and South American waters and far west into the South Seas for Tuna. Mechanical refrigeration makes this possible.

### *A Convincing Demonstration*

About eight years ago when John E. Heston, the well known canneryman and Tuna fishing boat operator of San Pedro, equipped one of his vessels with mechanical refrigeration there were scores of those who did not hesitate to express themselves to the effect that the attention of the lunacy commission should be called to his most astounding action in embracing this innovation. Mr. Heston was well aware that early experiments with floating freezers in the far Northwest by the Alaska Packers' Association and others had turned out to be failures for reasons which had little or no bearing on, or application to, the necessity for mechanical refrigeration on the fishing craft penetrating Mexican waters. This, therefore, did not discourage Mr. Heston. As a matter of fact, the influence was quite the contrary. The northern failures gave him a better understanding of what he was doing. Now, after only eight years, the man who builds a fishing craft of any considerable size includes mechanical refrigeration as a matter of practical necessity, because he knows that mechanical refrigeration is essential to profitable fishing operations, and that it will become more and more so as year follows year and the banks move farther outward.

### *Cast for a Heavy Part*

The part that mechanical refrigeration is destined to play in the fishing industry alone is one of astonishing magnitude when considered in the aggregate. It enters into all branches, and into all operations from the producer to the consumer—the boat carrying the take, the storehouse of the wholesaler and distributor, the vehicle of transportation including delivery to the retailer, and by the retailer in maintaining the standard of his stock during the period required to pass it on to the consumer. The business of the future in re-

frigeration equipment is a subject for full play of a strong imagination.

### *Many Possible Developments*

No sooner do we find that certain desirable results are to be obtained from certain processes than the delvers proceed to dig up other uses to which it may be put, and various ways in which it may be applied. French experimenters have been successful in freezing fish in ice so that they remain dormant, but not dead, and may be delivered in ice alive—the perfect and ideal refrigeration. Speculations of this character, however, must be left to the future, and those who deal in inventions. The present is too full of productions that have been proved practical, and that are ready for installation.

### *The Simple and Practicable*

There are a number of systems for mechanical refrigeration, not to say anything about the numerous theories and "ideas," but two great factors to be kept in mind are those of practical performance and economical operation. Refrigerating machinery for any and all branches of the fisheries industry must not be so complicated that it cannot be readily understood, efficiently operated, and properly cared for by the ordinary individual. An element of cost that enters into a food product at every turn, as does refrigeration into that of fish, must be kept at the minimum lest it mount to greater proportions than the value of the product itself.

### *The Ammonia Compressor*

Ammonia machines are most generally in use in the United States in fish freezing plants and storehouses. This type also appears to be the most practicable type for fishing craft. Experience up to this time pronounces it to be highly efficient and economical. The most popular among these on the West Coast appears to be the Lipman system, manufactured by the General Refrigeration Company, Beloit, Wisconsin. Without entering on a technical discussion of the merits of the Lipman system, it may with propriety be pointed out that it has passed through a period of trial in Southern California and Mexican waters as well as northern and Alaska waters and has emerged with flying colors, so to speak.

### *Long List of Installations*

The list of installations of Lipman refrigeration plants in Southern California Tuna boats is a long one. The latest is in the Shasta, a high class fishing boat being built at San Diego by the San Diego Marine Construction Company for Messrs. Chas. A. Landers and Lawrence Oliver, which is scheduled to be launched June 10.



# Electrifying the Long Distance Fishing Fleet

## PACIFIC COAST FISHING CRAFT LEAD THE WORLD IN EFFICIENCY AND COMPLETENESS OF EQUIPMENT

THE LONG DISTANCE fishing fleet of the American west coast without question constitutes the largest, most efficient and completely equipped fishing craft in the world. Electrification with Diesel power is bringing the Tuna clipper and all the other larger vessels into a higher state of efficiency and a higher class generally, with more conveniences and accommodations than has ever been found in any fishing craft since the first fisherman found his way out on the water.

### *The Most Reliable Form of Energy*

The characteristics of electricity present it as the most convenient, the most reliable, and under most conditions, the most economical form of energy harnessed by man. On fishing craft, where machinery must be packed into the smallest possible amount of space, electric power appeals, because the weight is as insignificant as the space occupied. New boats are being equipped with electric auxiliary power, lights, etc., while old craft are being re-conditioned and fitted with electrical apparatus so as to be in the running.

### *First in Development*

In the development of application of electrical energy the Westinghouse Electric & Manufacturing Company has been foremost amongst the most progressive and aggressive companies of the world. It was the first to introduce alternating current in this country, and has developed and produced many of the largest and most revolutionary types of equipment in the electrical field. An engineering organization is maintained, constantly studying new methods and prosecuting research to discover improvements in equipment and methods. The Westinghouse Company has taken an active part in the movement to introduce electricity to marine equipment and raise the standard and efficiency of all types of vessels, and particularly is this true as relates to fishing craft. It manufactures countless articles for use on shipboard and has developed others to meet special and peculiar needs. In short, with its complete organization it can deliver anything desired in the electrical line. In two battle cruisers Westinghouse installed the greatest power equipment ever contemplated, to drive a vessel—180,000 s.h.p. in each.

### *The Regular Program*

The regular program of the day in Trawler and Tuna clipper construction is Diesel power with electric auxiliary. Westinghouse probably is installing more of this equipment in vessels under construction than any other concern, having standard lines of generators of all types and sizes which can be supplied on short order. If there has ever been an element of uncertainty regarding the reliability of the electric drive it does not now exist, for its efficiency has been established by actual operation under all manner of conditions. The matter of economy is of first importance with the fisherman and the numerous ways in which electrically driven auxiliaries work to advantage are too numerous to be discussed in this article, but those interested in the subject may secure complete and

technical information from the company's invaluable work on apparatus for marine application with useful notes on navigation, seamanship on engineering which will be furnished from any of the company's offices.

### *The Shasta Westinghouse Equipped*

The Tuna clipper Shasta, under construction at San Diego for Messrs. Chas. A. Landers and Lawrence Oliver is Westinghouse equipped throughout. The owners investigating the subject were thoroughly convinced on the point of reliability of Westinghouse Auxiliary equipment.

The genius of George Westinghouse is still an influence and inspiration in the great Westinghouse organization of 50,000 employes, with sales offices and service shops in more than one hundred of the principal cities of the United States and wherever you may go, "from Greenland's icy mountain to India's coral strand" will be found Westinghouse with its wonderful service.

## NEW LAWS RELATING TO FISH

Few measures of importance relating to the fisheries industry were passed by the Legislature, which adjourned May 15th. The most important is the compromise Sardine measure which has been approved by the governor. Most of the measures introduced died in committee, including the Fish Exchange bills, one of which sought to abolish the license feature and the other which sought to take the Fish Exchange from the Department of Agriculture and place it under the Fish and Game Commission. The bill relating to alien fishermen also died in committee.

Among the measures passed making material changes in the present laws relating to fishing are the following:

S. B. No. 572, by Muller—extends the closed season for taking Barracuda by purse seine 15 days.

A. B. No. 44, by Jespersen—In effect prevents the operation of trawl nets within two miles of the shore off San Luis Obispo Bay and Estero Bay, and also in a strip of water adjacent to these bays.

A. B. No. 59, by Fisher—makes the crab season in Humboldt Bay one month later.

A. B. No. 60, by Fisher—Prevents commercial taking of Abalone in District 7 from shore to a line 20 feet below high tide. This is the present law in Districts 10 and 18.

A. B. No. 61, by Fisher—Allows use of crab nets in District 1½—Siskiyou county.

A. B. No. 62—Prevents sale of Steehead in District 1½.

A. B. No. 302, by Scudder—Makes minor changes in regard to spearing, for recreation in various places. The ocean trolling season on Salmon from Monterey in the south to the Oregon line on the north is changed to be from June 1 to September 15.

A. B. No. 480, by Jaspersen—Prohibits taking Crayfish until January 1, 1932. No law on Crayfish at present.

# A Scotch Experiment In Fishing Craft

**WILLIAM W. CARSTAIRS BUILDS TWIN BOATS  
EMBODYING OLD IDEALS AND SOME NEW IDEAS**

By IAN SELNES

**T**HE VERY LATEST word in fishing craft construction in the British Isles, or in all Europe, is spoken in two "Super-Bauldies," built for, and under the direction of Mr. William W. Carstairs of Anstruther, Scotland. One has been named the "Onaway," built by Walter Reekie of St. Monans and Anstruther, and the other, the "Winaway," built by Alexander Aitkin of Anstruther.

## *Represent An Ideal*

These boats are sister ships and embody the ideal of Mr. Carstairs, who was born a fisherman's son, and takes a deep interest in all pertaining to the fishing industry, and particularly relating to the life and work of the fisherman. The fishing boats were built and outfitted by him and embody his ideal of what a strictly up-to-date fishing boat should be, not only in its appointments, but also taking into consideration the capital investment, combining the ideal with the practical.

Mr. Carstairs realized that the steel drifter involved too much capital to allow reasonable returns to the fishermen, and so he turned his attention to the evolution of another type of craft, the capital outlay of which would be within the reach of fishermen as owners, and at the same time might bring fair returns to fishermen, as well as to owners, in case owners and operators should not be the same. A great deal of interest in shipbuilding as well as fishing circles has been manifested in these vessels as they really constitute an experiment the success of which will exert a marked influence on future fishing craft construction.

## *A Few Particulars*

The boats are 53.6 feet long over stems, 16.3 feet of beam, and 7 feet of moulded depth, tonnage 26.75 gross. The framework is oak throughout and the timbers are very close, being only 13½ inch centre, so that tremendous strength has been secured. They are fitted with the very latest type of semi-Diesel crude oil engines of four cylinders and 48 h.p. by Messrs. Norris, Henty and Gardner. This engine already has given splendid satisfaction, and for simplicity and reliability will certainly take some beating. The vessels have a speed of 8 knots per hour, and in a very hard steaming week, running expenses, including crude oil, lubricating oil and paraffin, were only £2 6s 6d, which works out at about 1s 4d per 8-knot hour, or in other words, approximately 2d per mile. The wheel-houses are magnificent, with glass all around, and all spars are of pitch pine. The engine rooms are aft, and beautifully fitted up; and surely the last word has been said with regard to the living accommodations in the fo'c'sle.

## *Conveniences for the Fishermen*

This is of surprising dimensions considering the size of the vessel, as a very tall man can stand quite erect and still not touch the beams. This fo'c'sle is all beautifully paneled with mahogany, and the beds are very comfortable, being each 6 feet 3 inches long and 22½ inches wide, inside measurement. A new idea is that immediately below the seats each member of the crew has access to a locker of sufficient size to hold his Sunday clothes, boots, etc., when at a fishing away from

home, thus doing away with the usual "white bag"; then below the drawer is an individual locker for each fisherman for his oilskins and seaboots. A special type of table is hung from the beams, enabling the fishermen to stretch their legs below, and no greater comforts for the men could be found in any fishing craft afloat.

At the end of this fishing cruise both boats are to be fitted out with wireless apparatus, and are to be supplied with small boats for use off the west coast. They are also to be fitted out for seine netting for periods between herring fishings.

The whole craft, including side-lights, riding lights, fo'c'sle, living room, wheel house and engine-rooms are beautifully lighted throughout with electricity, and a special feature is a high-power electric searchlight by which, when the boats are working the nets, the man steering in the nets can see twelve nets away.

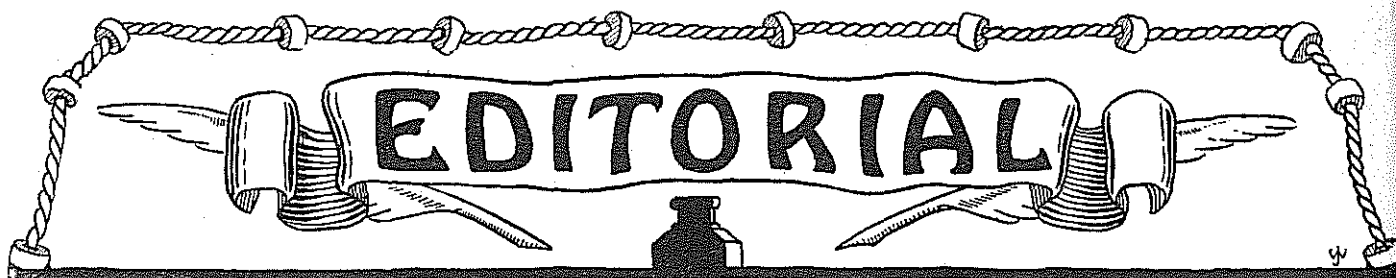
## *A New Type of Capstan*

A new feature, too, in these boats is that, instead of the motor capstan, there has been installed a new small type of steam boiler and capstan brought out by Messrs. Elliott & Garrood, Ltd., of Beccles; the boiler is in the fore-hold and takes up very little space. This feature of the boat has been tremendously well thought of by the fishermen. The usual handiness and reliability are again found in both boiler and capstan, for which this firm has already a world-wide reputation. The fishermen have already proved the qualities of both boiler and capstan, of which they speak in the very highest terms.

The boats have also special safety rails over which canvas can be stretched, protecting the fishermen from spray and cold while setting up the nets. Indeed, one can hardly find anywhere an improvement to suggest in the vessels, and the fishermen who go in them are truly to be envied.

## LARGEST DIESEL CYLINDERS

It is some time since any advance has been made in the size of Diesel engine cylinders. The largest has a bore of nearly 35½ inches and a stroke of 63 inches. A Sulzer-type single-acting, two stroke engine with five cylinders of this size has lately been built by John Brown and Co., of Clydebank, England, for the New Zealand Shipping Co.'s 17,000-ton liner "Rangitiki." At 90 r.p.m. this engine gives 5000 s.h.p. Quite a number of engines have been built with ten cylinders, which, of this size, would give 10,000 s.h.p. And we can double the power by making the engine double-acting. A Diesel engine is, therefore, now available of 20,000 s.h.p., of which all the parts have already been tried out in service. It is true that the revolutions might have to be increased to 100 a minute, because the lower ends of the cylinders in a double-acting job never give quite so much power as the tops. But double-acting engines run so much more smoothly than single-acting models that the higher speed would offer no difficulty.



## THE WEST COAST FISHERIES

A Journal Devoted to the Fisheries Industry of America's West Coast.  
Published Monthly at San Pedro, California, the Fourth Largest Fish  
Receiving Port in the World.

M. W. ELEY, Publisher

HAL S. SWENSON, Editor

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### A FIGHT JUST STARTED

Senator Hurley's Bill to abolish the license feature of the State Fish Exchange Act, after passing the Senate, died in the Assembly committee on Governmental Economy and Efficiency.

The West Coast Fisheries supported Mr. Bryce B. Florence in a campaign to eliminate the State Fish Exchange, an institution which is unjust, undesirable and unnecessary—a direct tax without tangible returns, and what is more, an institution that actually hampers the development of markets and public demand, besides increasing the price to the consumer. Some of the chain stores grocery organizations would have been selling fish years ago had it not been for this agency levying a license tax on each and every store, placing a handicap on the business and discouraging efforts to advance and expand.

WCF presented its case and left it with the legislature. Most measures passing were the results of compromise. The Sardine Bill relieving the situation with respect to the canneries, passed only because opposing interests got together on a compromise. On the Fish Exchange measure there was nothing to compromise. It was either kill or not kill. There was no question regarding its passage could the bill have been brought to a vote. The committee to which it had been referred could not be got together to report it out as the session neared the close and the effort to eliminate the Fish Exchange failed for this session. Efforts to place it under the fish and game commission also failed.

But the fight has only just begun.

Hereafter candidates for state positions from Governor down to members of the State legislature will be asked to take a square stand on this matter. There will be time to effect a working organization before the next election. We confidently expected the measure to pass. That it did not, is a disappointment, but it is not often you can win a fight on the first round. We believe we are right and the fight will go right on until we win. Right is might—ever was, and ever must be. The industry will have to grin and bear an unwarranted tax

for another two-year period. We have no fight to make against any of the employees of the exchange. They are holding down jobs and it is not only human nature to hang on but duty to the other cogs in the political machine. There is no capacity in which the Exchange can function usefully that is not a duplication of the work of the Fish and Game Commission. Work that the Exchange has been endeavoring to do can only be done from within the industry.

One of the most difficult of political feats is to eliminate any established state or federal bureau producing revenue. No matter how useless, or worse than useless, it is a cog in the political machine and it commands the support of all the other political cogs. The State Fish Exchange has no open supporters, but when it comes to killing it off, all manner of influence can be brought to bear to preserve its life.

The first step in continuing the campaign is to form a Pacific Coast organization through which to work, and the time to start the ball to rolling is "right now."

### A PERIOD OF FISHING CRAFT CONSTRUCTION

The extraordinary activity in construction of fishing vessels is not restricted to the American West Coast, but is universal. On the East Coast there has also been a general movement for improved fishing craft capable of long cruises. Crossing the ocean, Germany, which, in the past has been little interested in fishing, put a fleet of trawlers in the sea, and Hull, England, that centuries old fishing port, among the world's most important, became roused. Memories of the Marne no doubt had much to do with rousing the British spirit, but be that as it may, the fact remains that it was roused, and the result had been that the fishing port of Hull has put more capital into the industry during the past five years than the capital value of the entire fleet in 1924.

Consider the fact that Hull was and is the second largest fish receiving port in the world and the significance of this should be realized. The industry, in this single port, has put between eight and nine million dollars into fishing vessels during the past five years, and the construction work still continues. It has, also, about the same amount invested in old craft. In a fight to maintain their old hold on the industry the fishermen of Hull were forced into resolute action, considering the end justified the means. Whether justified from an investment point of view remains to be seen.

Without any such stimulus the percentage of new construction on the American West Coast the past five years has been greater in comparison with the valuation of the fleet five years ago, but such comparison would not be apt since the fisheries of Hull are a thousand years old in comparison with which

those of the American West Coast are in their infancy. The construction of fishing craft here is due wholly to the expansion of the industry. The competitive element does not enter in, aside from the competition of the individual—one fisherman with another. The ambition of every fisherman here, as well as elsewhere, is to "own his own boat," in which he is to be applauded. There is this important difference between the construction program of European fishermen and those of the American West Coast. In the old fisheries of Europe capital has been poured into vessels so that the industry might hold its own. Here it is development of capacity to come into its own.

### AN ADVANTAGE WITH CANADA

Factors that have a bearing on the fisheries industry, on conservation of resources of the sea, and on international relations in the tariff, which are not generally understood by the public, are presented at Vancouver, B. C. Fourteen or more reduction plants operate there, and they operate as reduction plants only, canning no fish. They are under no restrictions. They are privileged to catch the last Sardine in the Pacific Ocean if they can surround it with a net. When the Sardine reaches the cold waters of British Columbia it takes on fat and the yield in oil is from 20 to 30 per cent more than the yield from Monterey Bay or waters south. The advantage in yield, therefore, far more than overcomes the handicap of 5 cents a gallon tariff that must be paid to enter the American market so that American producers are at a decided disadvantage in production.

Then in the matter of the much-mulled conservation: What can it avail California to adopt and enforce conservation measures on Sardines when British Columbia operators are without restrictions of any kind to take all they can gather in outside California waters without check or hindrance, and reduce the entire lot to whatever they may see fit?

Will some game-patriot or fisherman kindly answer this query?

It must be apparent to all that conservation of fishery resources is to be accomplished only through co-operation. After twenty years of agitation Canada and the United States have arrived at an agreement to work in harmony to restore the Sockeye Salmon and are also co-operating on Halibut. Why select one variety at a time for constructive work in the fisheries? Why not have a commission that can act on any mat-

ter effecting the fisheries when action is needed instead of waiting until a preservation program is necessary.

What is wanted is a program that will prevent depletion, and this is impossible without co-operation. It is unfortunate that in Democratic governments that the people must feel before they will see. When this happens it is too late for conservation measures.

### GOING DOWN TO THE ROOT

Dr. Henry Bigelow, of Harvard, at a recent meeting of the Geophysical Society, told the fish-hatching forces something to think about. He said the depletion of fish resources must be stopped through a study of geophysics, rather than biology. We quote from his address:

"We are not attacking the root of the problem by present methods of artificial hatching. A million young fish, cast into the waters, will not save us until we understand the actual geophysical agencies responsible for fish development. Geophysical agencies are responsible for the temperatures necessary for fish growth, supply of food, and the presence of enemies. If favorable conditions are not produced in the water, artificial hatching will amount to wasted effort. Given an understanding of the causes for favorable and unfavorable conditions, we must find conservation on other facts than the life histories of the fish."

The hydrographic department of the United States navy appears to have become impressed with Dr. Bigelow's position and the necessity for information that may be of value to the fishing industry and has entered on a definite plan of oceanographical research. Instead of the waters being charted for navigation only, they will be surveyed and charted with reference to information regarding the migratory movements of fish, the causes for such migrations and other problems which are intruding themselves upon the commercial fisheries and the attention of the Bureau of Fisheries in relation to conservation of supply.

The Fish and Game Commission of California is also moving along the same line by prosecuting an investigation particularly relating to Sardines. If the good work is prosecuted with diligence all along the line there is reason to believe that we may eventually discover something regarding fishes that will point the way to maintain the supply of the migratory species roaming the seas as well as those which seek fresh waters to spawn.

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## SOME REASONS FOR ORGANIZING

Self-respecting merchants in all lines are getting together in an effort to find a common ground upon which they may unite to fight misrepresentation and abuse, and where they may work for the better conduct of their business and thus secure proper respect for it by the public. Organization permits of intelligent endeavor. Trade and industrial associations which exist today in practically every line of commercial activity, find their logical basis for existence in three self-evident facts:

1. United action in every line of business means strength to the individual.
2. The accumulation of individual strength means power to the association.
3. Intelligent direction in the use of power means inevitable progress and success.

Trade and industrial associations are of importance in the business world only as they are of practical value to their individual members. They are of such value only as they seek knowledge and take advantage of opportunities to use such knowledge to clarify, to simplify and to unify the production and accounting details of their industry. Such associations are one of the greatest forces in the commercial world.

Consider for a moment just a few of the things that should and must be done, and which cannot be done individually:

Prevention of unjust legislation.

Bringing about constructive legislation.

Securing Congressional appropriations for the protection and development of commercial fisheries.

Establishment of institutions of research to discover true methods of conservation.

Publicity, demonstration, advertising, etc., etc. These things and innumerable others can be done effectively only through united effort through an organization of some kind.

The fisheries industry, and each and every branch, is an honorable occupation, yielding a livelihood to many thousands in furnishing food products to many millions.

Bryce B. Florence and others, north and south, in Oregon and Washington, as well as California, have devoted valuable time to enlisting interest in a West Coast Association for united action. Commanding attention and interest is no small task following sundry disastrous experiences with local organizations having a short and confused existence. No more experimenting is desired. A man of integrity, experience and understanding is required to direct the activities of such an organization. He must be sufficiently known to carry the confidence of the membership from the beginning and command support of men of sound business sense in the officiating. More—he must be a man of tact and tenacity to maintain harmony and create enthusiasm. Such a man is available in Mr. Florence if so situated that he can take up the work. It is a matter for the attention of organizers, but the time to move is at hand.

An interesting experiment in fishing boat engines was recently carried out on a halibut gas boat owned by Ole Johnson and a companion, New Westminster fishermen. This boat was equipped with a Buchanan Oil cylinder head, a new device which allows the use of fuel oil in place of gasoline, and represents a big saving in cost of both fuel and lubrication.

## A BOAT BUILT ACCORDING TO SPECIFICATIONS

(Continued from Page 11)

very nearly perfect in all its parts in relation to each other and balanced to a nicety rarely attained in boat construction. Furthermore, it is one of the most completely equipped fishing vessels ever built anywhere.

### Nothing Lacking in Equipment

The Shasta is 96 feet in length, 23 feet beam and 10 feet 8 inches depth. Her equipment is notable: Power, Atlas Imperial Diesel, 250 h.p.; auxiliaries,—Westinghouse electric with Diesel generator; pumps—Fairbanks-Morse ball bearing; winches and windlasses—Allan Cunningham; Refrigeration—Lipman system. Other features are an electric fan ventilating system, complete control on a switchboard in the navigator's cabin, radio equipment for both sending and receiving in a specially furnished radio room. She is provided with two live bait wells and two live bait tanks and has room for more than one hundred tons of catch. Her cruising radius will be 6,000 miles.

### Considered an Exceptional Craft

The officary of the San Diego Marine Construction Company feel that they are turning out in the Shasta an exceptional vessel, not alone in the perfection of its appointments and completeness of its equipment, but one that in a general way will establish a standard for this character of fishing craft. All evince particular interest. Captain O. J. Hall, president and general manager of the construction company, and R. J. Chandler, vice president and secretary-treasurer of the company, and who is also manager of the Los Angeles Steamship Company, have an attentive eye on the Shasta and will watch her behavior with keen interest while Superintendent Prewett is giving her the attention an inventor might lavish on an epoch-marking production.

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### Modern Necessities

**T**HERE is no choice. Fillets and steaks this year to meet the demands of a quality-wise trade must be the best—they should be frozen in less than one hour's time. New methods are now available to produce individual and rapidly frozen fish at little additional cost. Do not overlook this product.

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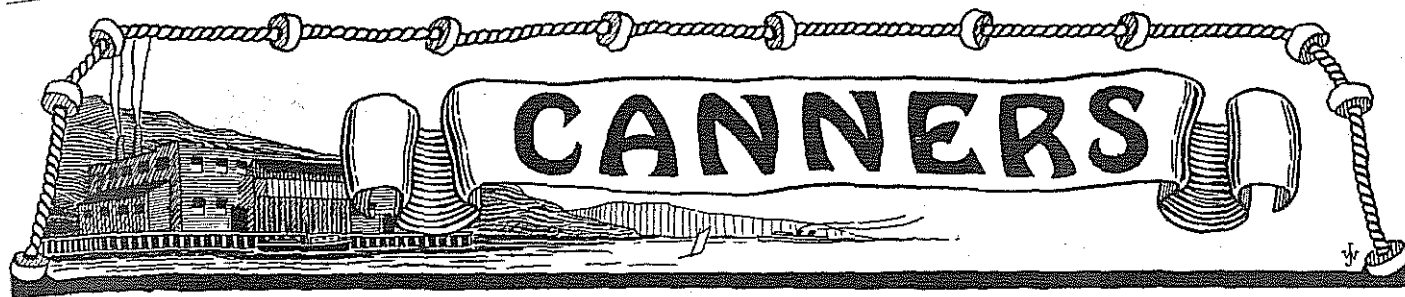
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## YELLOWFIN FLEET RETURNING FROM MEXICAN WATERS

The Spring Yellowfin Tuna season is over. It has been short in more ways than one. It has been short in duration and short in the results fishermen and cannerymen hoped for—catch. A careful estimate of the landings place the total at between thirty and forty percent of what has been considered a fair average in a normal year.

### San Lucas Season Disappointing

The season at Cape San Lucas has been disappointing throughout. A number of boats were on the ground early and passed through a period of waiting. April usually brings Yellowfin in force but that month this year brought only straggling schools. The Tuna Armada gathered in full strength at the cape—about forty purse-seine boats and a score of tenders—but April melted into May and conditions continued about the same with occasional appearance of fair-sized schools. Some fish were taken but the taking was decidedly slow. May 15 the homeward movement began, all bringing some fish but not enough to make a loud noise about, and the closing days of the month finds nearly all the vessels home overhauling and getting ready for the Bluefin season, which starts about knee-deep in June.

### Live Bait Boats Successful

Form two-thirds to three-fourths of the catch in the vicinity of Cape San Lucas was brought in by the live bait boats, and the trend of opinion appears to favor these boats for future long distance operations. It is very likely that next season these boats will be relied upon wholly for operations in distant waters. The big schooner tender with a flock of small boats is undoubtedly losing favor. In good seasons it has its advantages, but these appear to be more than offset by disadvantages of the slack season. The expense attached to sending a tender ship and small boat crews to distant waters is not warranted except by heavy catch in a short period of time. Even in a reasonably fair season the tender-boat plan is not likely to make a favorable showing, and the reasons are not wholly chargeable to unproductive time. Handling the catch of a number of small boats is rarely attended by the best results.

While the field of operations in Tuna fishing in the future may be extended, the indications are the live bait boats will do the greater part of the fishing.

### Removing It

"There's a sort of bump on your chest," said the tailor, pausing in his measurements, "but we make the clothing so that you will not realize the bump is there."

"I know you will," sighed the customer; "that's my pocket-book in my inside pocket."

## CALIFORNIA'S 1928 SARDINE PACK EXCEEDS THAT OF MAINE

The value of the California Sardine pack for 1928 is given at \$9,658,822, for 2,771,527 standard cases of 48 one-pound cans, as compared to \$8,076,546 for 2,055,763 standard cases of 100-quarter-pound cans, packed in the state of Maine during the same time, according to a report of the federal fisheries bureau.

A grand total value of \$110,752,811 was reached on canned fishery products and by-products of the United States and Alaska, recording for last year their highest output in history.

Canned Tuna and Tunalike fishes amounted to 1,216,222 standard cases of 48 half-pound cans and was valued at \$8,374,030. Mackerel numbered 398,903 cases, values at \$1,714,020.

## REQUESTS ACTION BY CANNERYMEN

Under date of May 3, Jose L. Sepulveda, chief of the Mexican Fish and Game Commission, addressed a letter to the canning companies of Southern California requesting co-operation on a proposal for a conference to formulate an agreement relative to the collection of the Mexican duty. The plan was to bring together the chief of the Mexican Fish and Game Commission, N. B. Scofield, in charge of the Bureau of Commercial Fisheries of California, and a prominent business man of the state, to formulate a working plan to be observed by all concerned. Only three of the canning companies have responded to this invitation, and Commissioner Sepulveda serves notice that license to fish in Mexican waters will not be issued to any of the canning companies and signing the agreement referred to.

## MACKEREL WELCOME AT THE CANNERIES

The Mackerel family has never, in all the history of fish and fishing on the American West Coast, been regarded with the favor of the present hour. Nearly all the canning concerns have taken to canning Mackerel between Tuna seasons, and with the Tunas scarce, the common Mackerel is even more cordially received. Some little has been coming in right along, but not enough to cause any great excitement. A few Bonita have also been gathered in but the receipts of all varieties have been very light during May, no doubt because of the cold and cloudy weather. No increased activities are expected while it continues.

## NEW ZEALAND AND JAPANESE COMPETITION IN THE ORIENT

Consular reports from New Zealand states that an Auckland company has been organized for the exploration of the Gulf of Hauraki and the construction of a Sardine canning plant with a daily capacity of 400 cases quarter oil. The gulf is said to abound with Sardines of the Mediterranean type.

California Sardines, which have been in the Dutch East India market a sufficient length of time to establish the 1-lb oval as the standard package, are meeting with competition from Japanese concerns which recently have taken to putting out the pound oval, and selling ten to fifteen per cent under prices heretofore maintained, and which have been holding up strong. According to the consular agent's report the Dutch East India trade is slowly but steadily being encompassed by the Japanese.

## TOTAL LANDINGS OF TUNA FROM CALIFORNIA AND MEXICAN WATERS, COVERING PERIOD OF 13 YEARS

	1916	1917	1918	1919	1920	1921
Albacore	25,443,677	33,951,380	8,072,091	15,145,444	20,974,052	16,974,141
Bonitaq	858,241	889,376	2,441,714	3,509,098	873,648	324,737
Skipjack			3,022,964	6,892,427	7,957,277	1,134,993
Tuna						
Unclassified			6,240,971	2,461,311	5,482,574	1,552,845
Bluefin				14,990,860	10,530,272	1,971,813
Yellowfin				348,081	1,965,024	1,297,451

	1922	1923	1924	1925	1926	1927	1928
Albacore	14,702,025	13,905,370	19,661,513	24,674,359	2,744,357	5,088,185	311,653
Bonita	957,942	1,115,247	1,045,282	877,822	3,121,604	1,715,226	2,105,903
Skipjack	11,857,833	11,462,522	3,774,058	14,222,453	20,951,348	33,807,011	15,948,104
Tuna							
Unclassified	692,352	662,370	546,538	426,853	99		
Bluefin	2,811,283	3,218,090	3,241,110	3,803,677	6,526,533	4,898,465	13,700,870
Yellowfin	7,405,279	10,836,925	3,063,398	13,237,898	12,564,986	25,933,966	32,253,206

## SARDINE REGULATIONS OF MAINE

On April 13, 1929, the State of Maine passed an act to regulate the quality of Sardines packed in that state. The act requires that canners be licensed and pay a fee of fifty dollars for each group of buildings constituting a packing plant, for the season from April 15 to December 1, and gives the State Commissioner of Agriculture regulatory power. He is empowered to make uniform regulations to ensure that the Sardines are packed in conformity with the provisions of the Federal Food and Drug Act and the Food and Drug Act of the State of Maine, and are thus labeled. He may suspend or revoke—subject to previous hearing and subsequent appeal—licenses for violations of any of the regulations. Violations of the regulations concerning packing or operating without a license make the violator subject to a fine of five hundred dollars and imprisonment in jail for not over six months for each and every offense. Municipal courts shall have jurisdiction over this matter.

The Commissioner of Agriculture shall employ inspectors in sufficient numbers to ensure adequate inspection. The duties of an inspector are defined, and the packers must pay monthly one cent for each case of Sardines packed as a part of the license fee, to defray the cost of inspection. Provision is made for inspecting Sardines packed previous to the time of this act, so that they may be labeled under its provisions.

For the purpose of this act the term "Sardine" shall be held to include any small, canned clupeoid fish, being the fish commonly called herring, particularly the *Clupea harengus*. The minimum count of fish per one-quarter size keyless can shall be five fish. The minimum quantity of oil shall not be less than four pounds per case of one hundred one-quarter size cans. The oil shall be a grade not less than "prime summer yellow." The minimum count for one-quarter mustard pack shall be four, and the quantity of sauce eight pounds per case. Tomato sauce must be 1.035 specific gravity; eight pounds are required per case. On all one-quarter size cans there shall be used a compound lined gasket or other adequate gasket, or such other adequate device as will hermetically seal the container. Packs not conforming to these regulations must be plainly and conspicuously marked that they do not conform to the regulations.

## THE FOREIGN FISHERY TRADE

Statistics used in the following were compiled and assembled from reports released by the Bureau of Foreign and Domestic Commerce.

**Exports**—During February, 1929, 17,575,184 pounds of domestic fishery products, valued at \$1,774,802, were exported from the United States, compared with 13,083,796 pounds, valued at \$1,504,392, for the same month a year previous. This is an increase of 34 per cent in amount and 18 per cent in value. These exports consisted of 2,331,744 pounds of canned Salmon, valued at \$398,169; 11,546,049 pounds of canned Sardines, valued at \$869,598; 655,324 pounds of other cured fish and other fish products, including Shellfish, valued at \$406,122.

The United Kingdom alone received 55 per cent of the canned Salmon, while the Philippine Islands, Netherland East Indies, British Malaya, and all European countries, received 69 per cent of the canned Sardines.

**Imports**—Imports during February, 1929, amounted to 28,133,356 pounds, valued at \$3,097,938; as compared with 26,230,636 pounds, valued at \$2,909,606, for the same month a year ago. This represents an increase of 7 per cent in amount and 6 per cent in value. These imports consisted of 13,151,549 pounds of fresh and frozen fish, valued at \$1,282,685; 13,502,480 pounds of cured and canned fish, valued at \$1,396,401; and 1,479,327 pounds of fresh and canned Shellfish, valued at \$418,762.

The imports during February, 1929, compared with those for the same month a year ago, show that fresh and frozen fish increased 15 per cent in amount and 23 per cent in value; cured and canned fish increased 3 per cent in amount and 2 per cent in value; and fresh and canned Shellfish decreased 16 per cent in amount and 15 per cent in value.

### PACKING QUINAULT SALMON

The Quinalt Salmon run is reported better this season than for a number of years. Several packers began operations as early as the last of April and the 1st of May.

According to the report of the Bureau of Foreign and Domestic Commerce, the exports of American canned Salmon to the United Kingdom for the calendar year of 1928 was \$30,815,922 pounds—10,000,000 pounds more than 1927.

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Terminal Island, Calif.

# California's Sardine Catch for the year 1928

By W. L. SCOFIELD  
In charge California State Fisheries Laboratory

THE GRAND TOTAL of fishery products landed in California for the calendar year 1928 was 583,000,000 pounds. These figures were compiled by the Bureau of Commercial Fisheries of the California Division of Fish and Game. They are not guesses or estimates, but are compiled from the daily landings of each fishing boat operating in the state. The above figure includes the locally caught fish, mollusks and crustaceans as well as the fish in the round from Mexico, Japan and Hawaii that was landed in California ports. This total is an increase of almost 100,000,000 pounds over the previous year, but this does not mean that all our fisheries yielded an increase over 1927. On the contrary, the products delivered to the fresh fish markets showed a drop for 1928. The great increase was in those kinds of fish used for canning purposes, and of these species, Sardines are by all odds the most important.

## Importance of the Little Sardine

The California catch of Sardines in 1928 was almost three times as great as the combined landings of all other species, including mollusks, crustaceans and fish shipped in from distant fishing areas. If we consider only our locally caught fish and exclude shipments from Mexico and Japan, we find that the Sardine landings are four times the catch of all the other species combined. Naturally then, any change in the Sardine catch will have a profound effect on the total landings of all fish in California.

The 1928 Sardine catch of the state was 420,270,000 pounds or 210,135 tons. In 1927 it was 342,275,000 pounds or 171,135 tons. The increase in 1928 was 78,000,000 pounds or 39,000 tons. Thus Sardines alone account for about 80 per cent of the increase in the grand total of all fish landed in California.

## An Informative Graph

The accompanying graph shows the Sardine landings at the three chief canning ports of the state. San Diego packs chiefly Tuna and the small or "quarter-oil" size of Sardines, so does not loom very large in the tonnage as compared with Monterey and the Los Angeles Harbor district. The 1928 catch at Monterey was 221,570,000 pounds or 110,780 tons,

breaking all previous records for that port. This was an increase of 47,650,000 pounds over the previous year. In the Los Angeles Harbor district the 1928 Sardine catch did not equal the peak year 1925, but it was considerably larger than in 1927. The 1928 Los Angeles catch was 164,620,000 pounds or 82,310 tons, which was 21,070,000 pounds more than for the previous year.

## Steady Recovery From Slump

It will be seen from this graph that our Sardine fishery in 1915 was in the infant stage, but it grew to man's estate during the World War. The post-war slump hit the canning industry (both Sardine and Tuna) an almost crushing blow, which is reflected in the small catch of 1921. The recovery after the slump was steady, and the growth in the last four years has left the "war boom pack" far behind.

Sardine Catch by fishing seasons, os Angeles County, July 1-June 30. Monterey County, May 1-April 30. The figures are in pounds, rounded off to the nearest 1,000.

Los Angeles County				Monterey County			
1916-17	38	050	000	15	380	000	
1917-18	86	340	000	46	010	000	
1918-19	60	100	000	72	200	000	
1919-20	31	430	000	86	180	000	
1920-21	23	310	000	49	910	000	
1921-22	38	300	000	32	370	000	
1922-23	66	340	000	57	910	000	
1923-24	70	080	000	92	250	000	
1924-25	192	670	000	134	650	000	
1925-26	123	610	000	139	660	000	
1926-27	130	300	000	152	820	000	
1927-28	134	950	000	198	930	000	

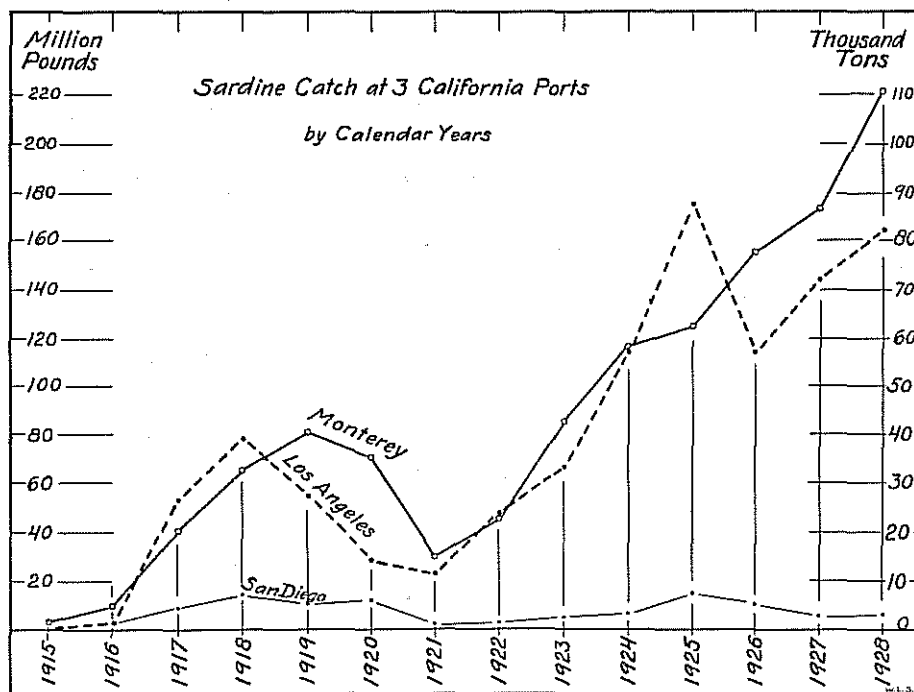
(Data compiled by Bureau of Commercial Fisheries, Division of Fish and Game of California)

## General Fisheries Corporation

Sardines and Mackerel

P. O. Box 998 San Pedro, Calif.

CANNERS



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### COMPROMISE ON SARDINE LEGISLATION

From all that reasoning can interpret from surface indications the California sardine war is over, and rejoicing should be general. There are no winners in wars of any kind. It is assumed that peace was declared in the compromise measure passed by the legislature giving the cannery operators the privilege of converting into by-products 32½ per cent of the sardine catch. Other provisions are the establishment of a definite closed season and that the manufacture of fish meal, fish flour, fish oil and fertilizer shall be under the jurisdiction of the State Fish and Game Commission.

Both cannery operators and the Fish and Game Commission were earnest and sincere in efforts to secure legislation that would be sufficiently clear and plain and definite as to be understood by all concerned without the interpretation of courts, since the justice dispensers did not appear to have any better luck in agreeing on the meaning of the law than did the principals in the controversy, court decisions in two identical cases being flatly contradictory. The adoption of the new law removes the necessity of appeal to determine which of these judges was right, and saves the other from the ignominy of reversal.

The cannery forces succeeded in getting a bill through the senate permitting reduction to by-products of forty percent of the sardine catch. In the assembly, however, as the session drew toward the end, it became apparent to both that unless a compromise was affected there would be "nothing doing." With the cannery forces occupying the forty per cent line, and the Fish and Game influences occupying the twenty-five per cent position, in order to "get somewhere," it appeared sensible to try and get together on a compromise, which same was done on the difference-splitting figure of 32½ per cent. This, perhaps, comes as near being satisfactory to all, including the opposite-minded judges, as any figure that could be named.

A consummation devoutly to be wished is that the cannery operators and the State Fish and Game Commission will now be able to work together in peace, harmony and understanding co-operation. There is an old saying to the effect that Peace rules the day where Reason rules the mind, and it is as true today as "before the war." There is no country in the world in which everything can be provided for by the laws, or in which political institutions can prove a substitute for common sense; and common sense says, "try and get along."

### FINDS WCF INTERESTING

St. Louis, Mo.

Publisher, West Coast Fisheries:

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Yours very truly,

ROSEN-REICHARDT BROKERAGE CO.

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### THE CAPE SAN LUCAS SEASON

CAPE SAN LUCAS, Mexico.—A disastrous season at Cape San Lucas, in Lower California, Mexico, has just been ended with the return to San Pedro of all fishing boats and tenders almost one month before schedule, or before San Lucas seasons have ended in previous years.

The 1929 Cape San Lucas season was indeed a short one, it having started one month late, and ended one month early, and the losses sustained have been very heavy.

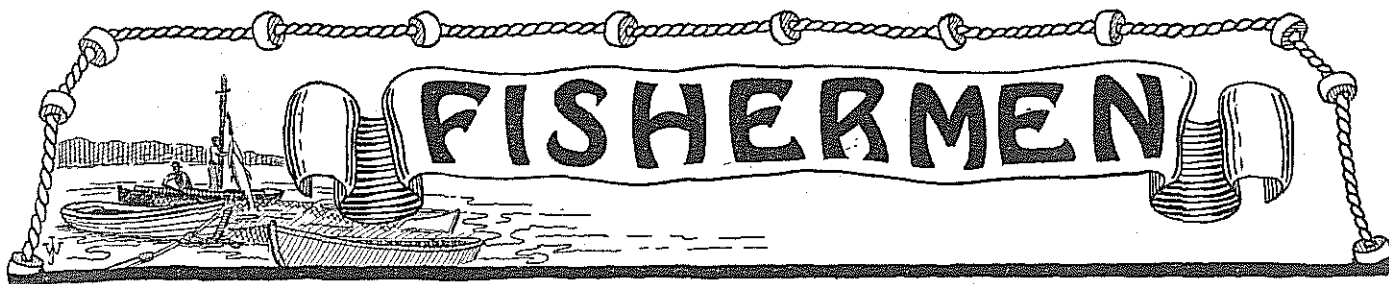
The Tuna schools at San Lucas with the exception of one or two that ap-

proached this year, were small, and the boats that were engaged in fishing could not keep the tenders at the Cape busy. There were many of these tenders that could not get a load in a whole month, so that by the time the Southern California canneries did get some fish, it cost them \$150.00 per ton, which price is prohibitive, and tends to discourage the sending of tenders to Cape San Lucas in years to come, unless a solution is found or worked out to reduce the cost of the fish, or the fish is more plentiful. The 1929 Season was indeed an off season and in that the Southern California canneries lost a great deal of money and the Mexican Government's revenue was considerably smaller than in previous years.

### CANNED FISH PRODUCTS OF CALIFORNIA FOR THE YEAR 1928

Compiled by Division of Fish and Game, Bureau of Commercial Fisheries.

Species of Fish	Size of Cans	Nor. Cal. District Cases	Monterey District Cases	San Pedro District Cases	San Diego District Cases	Total Cases
Abalone	1lb tall	-----	255	-----	-----	255
	1½lb	-----	80	-----	-----	80
Albacore	1lb	-----	-----	8544	7	8551
	1½lb	-----	-----	84977	637	85614
	1¼lb	-----	-----	1736	14	1750
	1¼lb (96 to case)	-----	-----	3836	-----	3836
Bonita	1lb	-----	-----	1417	131	1548
	1½lb	-----	-----	12410	3258	15668
	1¼lb	-----	-----	-----	1654	1654
	1¼lb (100 to case)	-----	-----	30	-----	30
Fish cakes	1lb	-----	-----	2101	-----	2101
	1½lb	-----	-----	10984	-----	10984
Mackerel	1lb tall	-----	1030	357136	25110	383276
	1½lb	-----	-----	4717	208	4925
	1¼lb	-----	-----	-----	270	270
Salmon	1lb flat	461	-----	31850	-----	461
	1½lb flat	4124	-----	-----	-----	4124
Sardines	10lb	-----	263	-----	-----	263
	1lb oval	-----	1511535	945676	39755	2496966
	1lb tall	-----	4569	9652	-----	14221
	1½lb oval	-----	43754	-----	671	44425
	1½lb square	-----	159	-----	725	884
	1¼lb square	-----	2232	-----	30540	32772
	6 oz. tall	-----	-----	-----	-----	-----
	(100 to case)	-----	80252	143724	1823	225709
Shad	1lb tall	7475	-----	-----	-----	7475
Shad roe	1½lb oval	2883	-----	-----	-----	2883
Squid	1lb tall	-----	2056	-----	-----	2056
Tonno	4lb (12 to case)	-----	-----	903	-----	903
	1lb	-----	-----	45	-----	45
	1½lb	-----	-----	14592	221	14813
	1½lb (50 to case)	-----	-----	3502	-----	3502
	1¼lb	-----	-----	426	-----	426
	1¼lb (100 to case)	-----	-----	86570	11562	98132
Tuna, bluefin	1lb	-----	-----	9929	1669	11598
	1½lb	-----	-----	55411	37095	92506
	1¼lb	-----	-----	18535	7584	26119
	1¼lb (96 to case)	-----	-----	726	-----	726
	1lb (96 to case)	-----	-----	1393	-----	1393
Tuna, flakes	4lb (12 to case)	-----	-----	49	-----	49
	1lb	-----	-----	1726	1086	2812
	1½lb	-----	-----	4728	7282	12010
	1¼lb	-----	-----	-----	788	788
	1¼lb (100 to case)	-----	-----	405	-----	405
	1¼lb (48 to case)	-----	-----	669	-----	669
Tuna, striped	1lb	-----	-----	6604	11740	18404
	1½lb	-----	-----	45924	90160	136084
	1¼lb	-----	-----	11473	28530	40003
Tuna, unclassified	1lb	-----	-----	2147	4455	6602
	1½lb	-----	-----	42595	49195	91790
	1¼lb	-----	-----	2209	7905	10114
Tuna, yellowfin	4lb	-----	-----	1081	-----	1081
	1lb	-----	-----	28682	24015	52697
	1½lb	-----	-----	228395	162758	391153
	1¼lb	-----	-----	18023	39442	57465
	1¼lb (96 to case)	-----	-----	30	-----	30
	1lb (96 to case)	-----	-----	651	-----	651
Yellowtail	1lb	-----	-----	516	301	817
	1½lb	-----	-----	386	526	912
	1¼lb	-----	-----	-----	3928	3928
Total		14943	1646185	2175325	595045	4431498



## MEXICO READY TO CONSIDER REDUCTION OF DUTIES

SAN DIEGO.—A recent Decree of the Treasury Department of the Republic of Mexico has been revoked by order of the President. This Decree provided for the increase in export duty on spoiled fish or offal of fish from 50c per 100 kilos (\$2.50 U. S. Gold per ton) to \$1.50 Mexico per 100 kilos (\$7.50 U. S. Gold per ton). It appears, however, that in the wording of the decree the impression was given that the duty referred to fresh fish, and that the new rate applying would mean the reduction of the duty on Mexican fish from \$26.68 U. S. Gold per ton to \$18.98 U. S. Gold per ton.

J. L. Sepulveda, Mexican Fish Commissioner for Lower California reports receipt of a telegram from President Portes Gil of Mexico, whereby the misunderstood decree is revoked.

The President's message is significant. From it is gathered that the Mexican Government is willing to carefully study and give thorough consideration to the matter of duty on Mexican fish.

On the other hand, Commissioner Sepulveda is fully empowered by the Secretary of Agriculture of Mexico to conduct negotiations with all interested in the industry that desired results may be attained; that is to say, that full duties are paid to the Mexican Government, and after this is done regularly, to hear and consider the matter in order to arrive at the figure that is to be definitely settled as duty on Mexican fish. Commissioner Sepulveda, it is pointed out is more than willing to approve the tariff that may be arrived at at the meetings to be held with interested parties, but he must be assured the full cooperation of them all, as otherwise no consideration whatsoever will be given the matter of a further duty reduction. In this, it is cited, the Mexican Government is decided, and Commissioner Sepulveda is the man that has full power and authority to handle the matter. Translated telegram from President Portes Gil of Mexico to Fish Commissioner J. Lorenzo Sepulveda, of Lower California follows:

### DECREE OF PRESIDENT PORTES GIL

(Translation of Telegram)

Mexico City,  
May 13, 1929.

To J. Lorenzo Sepulveda,  
Mexican Fish Commissioner,  
San Diego, California.

I have on this date instructed the Secretary of the Treasury as follows:

"Official daily paper published on April being informed of decree referred to, re-which refers to dead animals and the offal of animals, reducing export tariff on fresh fish, molluscs and shell fish not especially provided for, to one peso and

fifty centavos per hundred kilos.—New customs tariff authorized by your department also fixes export duty on live fish at three centavos per kilo in paragraph 11 'J,' without making any distinction as to condition of products.—Tariff on offal of fish, molluscs and shell fish is fixed at fifty centavos per hundred kilos. San Pedro and San Diego fishermen, upon being informed of the decree refused to sign agreement that was being negotiated with Department of Agriculture and Development through Mexican fish commissioner at San Diego, by which agreement payment of duties was to be made upon the weights of the American Fish and Game Commission's tickets. In full support of the steps that are being taken by the Department of Agriculture and Development that the desired results may be obtained, you are hereby ordered to issue the repeal of the decree referred to and of the tariff rate therein fixed, leaving tariff to remain as heretofore. The Department of Agriculture and Development will consider and carefully study what tariff rates are to be fixed definitely just as soon as those interested show a respectful and honorable attitude in the matter. Please notify all collectors of customs and Mexican fish offices at San Diego to the effect that decree and tariff rate therein fixed have been revoked."

The above is communicated to you for your knowledge and enforcement.

(Signed) E. PORTES GIL,  
President of the Republic.

## THE SALMON FISHING WAR IN KAMCHATKA

A late cable report from Japan states that fishing circles in that country are more excited than during the great earthquake in Tokyo, six years ago, on account of the stock of Nichiro, one of the largest fishing concerns in Japan, going down to the ground on account of losing the Kamchatka Salmon fishing concession.

Bids were submitted for this concession at Vladivostok, April 5 last, and an outsider, who was not a member of Japanese-Russo Fishing Association, bid 3,000,000 rubles, against Nichiro's 800,000 rubles, and was awarded the concession.

This dark horse company headed by Mr. Uno is supposed to represent T. Shima, formerly heavy stockholder in Nichiro, but who lost out through stock manipulation. If this new interest can not come to agreement with Nichiro before the present Salmon season opens, it is expected that there will be still further trouble in the fishing circles of both Japan and Russia.

The fishing interests in Japan are preparing for the season's operations, as they cannot wait much longer. The season is drawing on now and the last report from Japan states that members of the

Association are getting ready to start. If things are not smoothed out before the opening, trouble and even bloodshed, is expected in the fishing war between these two clans.

Nichiro is one of the largest fishing concerns in Japan, and its Salmon pack alone amounts to more than a million cases a year. Salmon is packed in their eighteen canning plants in Northern Japan and Kamchatka and these packs are sold mostly in the European market, including Britain. It is understood that this new interest, which has been awarded the Kamchatka concession has no canning facilities in the Kamchatka fishing district, but is trying to force Nichiro into compromising to buy the concession or give an interest in Nichiro. Japanese government officials are trying to bring about a compromise before further damage is done, or loss inflicted.

The Salmon and Crab fisheries in northern Japan and Kamchatka constitute one of the largest fishing enterprises in the world. The Salmon and Crabmeat packs are sold mostly in the foreign market. United States buys crabmeat and the British market absorbs nearly all the Salmon. Alaskan Salmon interests are watching closely any change in the Kamchatka Salmon industry, as they are directly affected by any change of this character.

## WHAT OF THE ALBACORE?

Much interest is manifested and speculation indulged in by fishermen as well as cannery operators regarding the approaching Albacore run this season. It is too early for tangible signs on which to base predictions but there are many who "feel it in their bones" that the Albacore is due for a comeback because of four straight seasons of scarcity. On the other hand there are many who are decidedly pessimistic on the subject and look for another season of scant run of the white Tuna. The division of sentiment appears to be about 50-50, but the interest is marked and general.

## U. S. TAKES CANADA'S SMELT

According to the Canadian Fisherman, Canada's smelt fishery, prosecuted in Atlantic Coast waters only, is the biggest in the world, yielding annually about 73 per cent of the total world production. In 1928, unrevised statistics of the Fisheries Branch show, 9,798,700 pounds of smelt were landed by the fishermen of the Maritime Provinces and Quebec, or 2,546,800 pounds more than in 1927, New Brunswick led in catch. Out of the 1927 catch of 7,251,900 pounds 6,155,800 pounds were sold on the American market.

## Long Enough

Lady (in a pet store): I like this dog, but his legs are too short.

Salesman: Too short! Why, madam, they all four reach the floor.



**NORTHERN FISH LANDINGS**

Current Bureau of Fisheries Statistics show that during March, 1929, 1,416,850 pounds of fishery products, valued at \$198,568, were landed by American fishing vessels at Seattle, Washington, compared with 2,064,450 pounds, valued at \$201,054, for the same month a year ago. This is a decrease of 31 per cent in amount and 1 per cent in value. Collecting vessels landed 607,100 pounds of fishery products, valued at \$8,779, as compared with 245,900 pounds, valued at \$5,680, for the same month a year ago. This is an increase of 147 per cent in amount and 55 per cent in value.

Halibut landings at North Pacific ports during March, 1929, amounted to 5,098,633 pounds, as compared with 6,339,710 pounds for the same month a year ago, registering a decrease of 20 per cent. Of the total, 4,286,392 pounds, or 84 per cent, were landed by American vessels, and 812,241 pounds, or 16 per cent, by Canadian vessels.

Landings of halibut at Prince Rupert, British Columbia, accounted for 2,774,197 pounds, or 54 per cent of the total landings; Seattle, 1,263,900 pounds, or 25 per cent; and ports in Alaska, 951,104 pounds, or 19 per cent. The landings at Vancouver and Victoria, British Columbia, amounted to 2 per cent.

**FISHING BOAT RUNS ASHORE**

The Spokane, a 62-foot boat, ran ashore three-fourths of a mile below the Huntington Beach pier in a dense fog on May 8. The seas were heavy and the crew was forced to take to the rigging to keep from drowning. After clinging to the ropes for an hour and a half they were discovered by a Huntington Beach policeman, who summoned the aid of the life guard. The boat had been fishing near Catalina Island, with little success, and Captain Feamengo determined to try his luck near Huntington Beach. He came too close to shore while attempting to navigate the rough sea and nosed into the sand.

**COLUMBIA RIVER FISH PRICE SCHEDULE**

Prices paid fishermen on the Columbia River, the season opening May 1st, was 17c per pound, the average price for last season. Prices on other grades are Steel Heads 6c until June 20th, when the price will become 9c. White Sturgeon 7c and Shad 2c. The agreement between fishermen and packers fixed these prices as the minimum until August 5th. The opening price is the highest figure ever fixed for Columbia River Salmon, though the market price has often run higher.

**A HEARTENING LETTER FROM NEW ORLEANS**

New Orleans, La.,  
May 7, 1929.

Dear Mr. Eley: Allow me to congratulate you on the Refrigeration Number of the West Coast Fisheries. The make-up, printing and news matter blend to make it one of America's prettiest trade magazines.

You are hitting the right spot in pushing frozen fish. Nordic Haddock Fillets hit New Orleans about six weeks ago and every grocery store that I know of sells out its allotment early on Fridays. It looks like they cannot obtain enough. We get it every week, and I think frozen fish is going to push fresh fish in the background as much as the auto did the buggy. People are getting lazier all the time and the idea of getting fish at a grocery instead of looking up a fish market, and then scaling and cleaning the fish, appeals to the public who are planning their lives along the route of the least resistance. Much success to your publication.

Sincerely yours,

NAT GOLD.

**CAUGHT SHARK-FINS AND TOMATOES**

John Nicholas returned the middle of the month from a cruise in southern waters with a full cargo on the Prospector. He went fishing for Shark-fins and found them in abundance in the vicinity of the Socorro Islands. He reported the fishing fine and was more successful than he had anticipated. He put into San Jose, in Baja California, at an opportune time and added 4,000 cases of tomatoes to his load of Shark-fins and beat it for home port. The Shark-fins were forwarded to San Francisco and are destined for the Orient, where they are esteemed a great delicacy and bring a good round price. Shark-fins and tomatoes is rather an exceptional combination for a fisherman to report as a catch, but then John Nicholas is an exceptional fisherman.

**Luis M. Salazar**

**SHIP BROKER**

**Unsurpassed Service**

to

**Fishing Boats**

**306 Municipal Pier Bldg.**

**San Diego**

**Telephone Main 1225**

**C. J. HENDRY CO.**

**Marine Supplies**

**OF ALL KINDS**

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**SAN PEDRO GROCERY AND SUPPLY CO.**

**Wholesalers and Retailers of Imported and Domestic Groceries, Meats and Canned Goods Ship Supplies**

Telephone 1348  
NICK POBOR, Prop.

Municipal Wholesale Fish Market Bldg.  
San Pedro, Calif.

**Phone Main 0566**

**Plane 1516 Kettner Blvd.**

**HERCULES OIL CO.**

**San Diego**

**Extraordinary Service to Boats**

**We carry a full line of Petroleum Products—Gasoline, Diesel Oil, Lubricating Oils and Greases. Marine Station Foot of Beech St. on Bulkhead**

# The World's Finest Fishing Fleet

**NOTABLE ACHIEVEMENT OF CALIFORNIA SHIPBUILDERS  
IN CREATING A NEW TYPE OF CRAFT FOR THE FISHERIES**

**S**HIPBUILDERS of Southern California ports have achieved a distinction and which has not as yet been credited to them. They have produced in the Tuna fleet, the largest and finest fishing craft of a distinct type in the world, and they have all or nearly all, been built in the shipyards of San Diego and San Pedro.

These boats measuring from 70 to 127 feet in length, equipped with Diesel engines, electric auxiliary power, Refrigeration system, oil cleanser, bait wells and tanks, wireless communication, convertible into a trawler, and other features, cost from \$50,000 to \$100,000 each, and the combined valuation runs into millions. Occasional vessels from European ports may approach the Tuna clipper in size and completeness of equipment but it is doubtful if all the ports of the fishing world could combine to present a fleet of equal number that would measure up by marine standards and valuation with this fleet of Southern California waters. "Old Grimsby" had her 500 steam trawlers half a century or more ago, a fine fleet as fishing craft went, and the pride of that centuries old fishing port for many a day, but they now belong to the period of the ancient mariner. There has been little cooperation in the development of the Tuna clipper other than that unconscious cooperation in keen and clean rivalry to outdo each other. The builders have put their best into these boats and they stand as the best in fishing craft evolution to date.

## *An Ambitious Builder*

Peter Rask is a native of San Diego and he worked around in all the yards, until one day about three years ago the building bug got him. He started the Rask Shipbuilding Company and he proceeded to demonstrate that he knew how to build boats. The first craft from the yard at the foot of Grape street was the Vasca Da Gama, and it was equipped right up to the minute with Atlas Imperial engines, Parker Ice Machine 'n everything. The two Franks, Senior and Junior Mitchell, who operate the Vasca Da Gama, regard her and all her auxiliaries as an example of floating perfection. Then Rask built the Santa Theresa, the Stella Di Genova and the G. Marconi, all vessels that can qualify for place in the world's finest fishing fleet.

## *Not Confined to Fishing Craft*

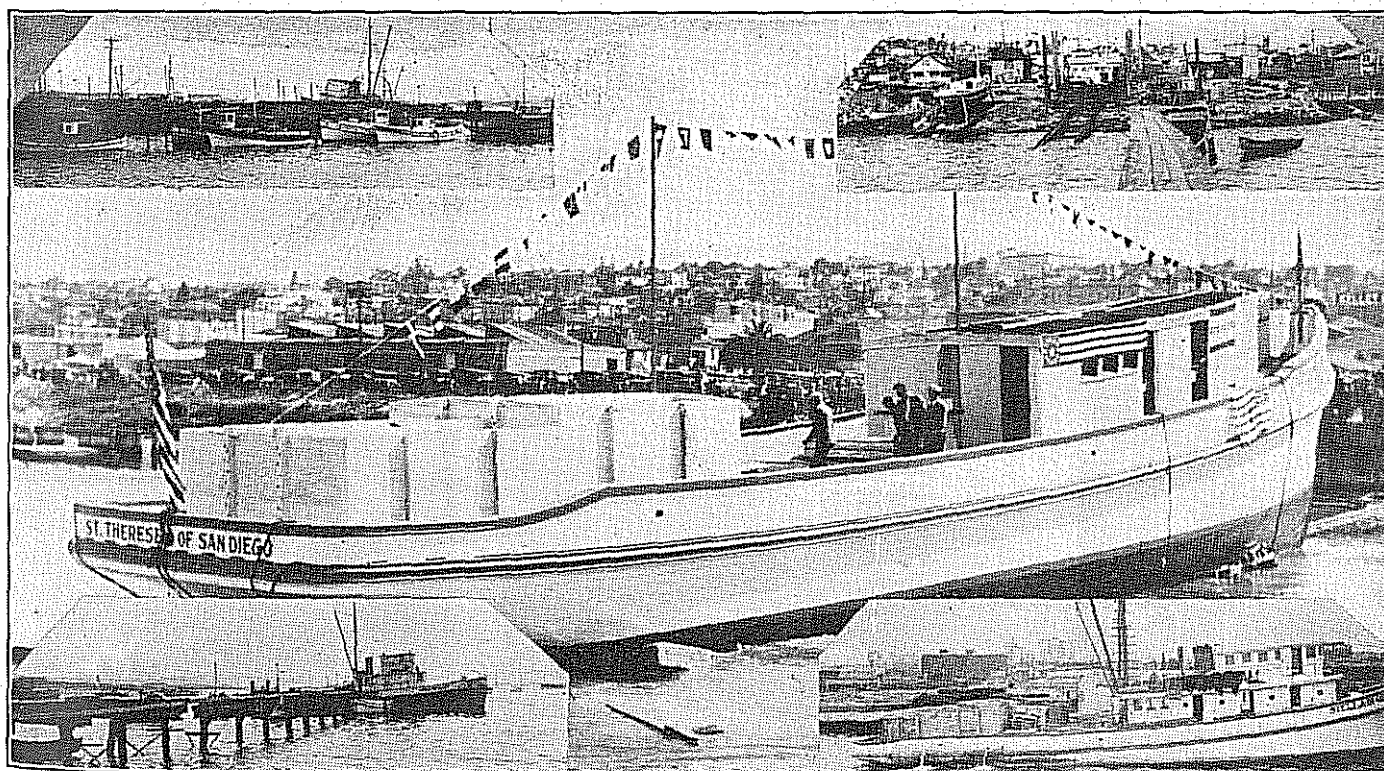
The Rask Company does not confine its activities to fishing craft, but builds anything in the line of yachts and launches and takes on marine repair work, painting, having a completely equipped machine shop.

## *Preparing for Big Jobs*

The bay near the Grape Street wharf is being dredged to a depth which will permit approach to the ways by large vessels, which is an indication that Mr. Rask has plans for more and bigger business.



Peter Rask, Founder of the Rask Shipbuilding Co



Upper Left, Yards of the Rask Shipbuilding Company. Upper Right, Marine Ways. Center, St. Theresa being launched. Lower Left, Fishing craft moored at the Rask dock. Lower Right, Tuna Clipper Vasca da Gama moored at the Rask Dock

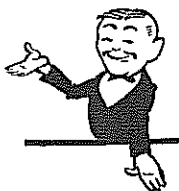
# Casting About

Remarks Pertinent and Impertinent  
Regarding Men, Things and Fishes

By Bill Fisher

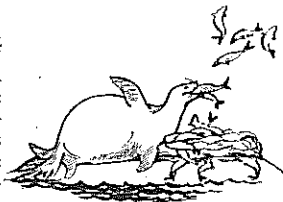
Illustrations by Harris Taylor Webberg.

**"FISH" LARSEN**, traveling representative for Sebastian-Stuart Company, of Seattle, not only knows his fish, but he knows his territory. Also his territory knows Larsen as well as his fish. For fifteen years he has been making the territory east from headquarters — Washington, Montana, the Dakotas and maybe one or two more, for Larsen is one of those who covers a lot of ground any way he works. Butchers and exclusive dealers have always greeted him with the glad hand, but now they have taken to giving him banquets when he comes to town. Banquets for the fish man! Can you scale that? Right in line with New York bankers and automobile barons! Yes, Louie, the fish business is getting aristocratic! Mr. Larsen reports that on his last trip he enjoyed the biggest business in all his fifteen years on the road. At Great Falls, Montana, he was entertained at the Black Eagle Club by George Lyman, who is the owner of several markets in that city. After making the Dakotas and returning to Butte he was entertained at a banquet given at the Silver Bow Club by Tom Greene, of the Hansen Packing Company. Mr. Larsen delivered a disquisition on West Coast and Alaska fishing, canning and progress of the industry which was received with hearty applause. If the industry could have a few more representatives like "Fish" Larsen in the field the public would soon be consuming more fish than the trawls could rake in, working overtime. He is amongst those who are very confident that the time is not far distant when fishermen will find it very difficult to supply the demand.



## One Sealion Who Loves His Fish

**REGARDLESS** of official investigations and reports and examination of the digestive system and internal economy of Seals and Sealions, and whether or not they have an appetite for fish and feed it to the everlasting damage and depletion of habitants of the sea held edible by white men and others, there is one man in the state of California who knows to an absolute certainty that there is ONE Sealion which DID eat fish. That man is Harry Tregarthen, of Lomita, who salts Mackerel and performs other pickling processes on fishes when the signs are right. In 1924 Mr. Tregarthen was conducting a market at Avalon, Catalina Island, where is published the Catalina Islander, which is called to attest the truth of this incident. Big Ben was a Sealion character which hung about the wharf begging to be fed. Big Ben was no relative of the clock in Westminster but he could swallow fish with regularity that would make the other Big Ben lose time. Ben also had a look that would register acute as well as chronic hunger with any Hollywood director, just like some humans. One day Mr. Tregarthen, with the assistance of one or two others, decided to give Benjamin a full feed. They bravely did their best but it wasn't enough. Ben was eating Mackerel that day. Sheephead and Whitefish he ignored, and fillet of Shark, though white and tempting in appearance, he would not even smell of. But Mackerel—he smacked his lips over Mackerel. They gave him all the Mackerel in stock, which was 500 pounds, and Ben was still barking for more. Mr. Tregarthen will swear to this, though he is not a swearing man, as fish operators go, and his reputation for truth and veracity is still intact. Whether Seals and Sealions eat fish or not, it is useless to argue the question with Mr. Tregarthen of Lomita. He has been convinced.



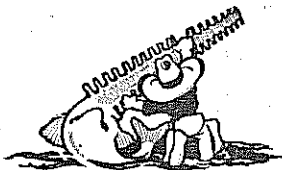
"Harbor authorities predict a new era of large and costly bait boats which no doubt will crowd the small boat operators out of business and, with the industry in the hands of a few big concerns, raise the cost of fish to the consumer to prohibitive prices."

As a matter of fact, the Harbor authorities are making no such predictions, Mr. Shaver's statement notwithstanding. There are none of them candidates for the home for the simple-minded. Evidently this sports writer is suffering from hallucinations as well as other mental disorders, disturbances and derangements. I have seen photographic reproductions of some of the men who own or operate fishing boats, and some I have seen in person, including Messrs. Frank Van Camp, Sam Horstein, H. J. and Charles P. Halfhill, K. Hovden, Nick Kuglis, Wilbur Woods, Ed. A. Hoyt, Julius E. Linde, E. S. Wangenheim, H. G. Maxson, E. B. Gross, Angelo Lucido, et al, and not one of them looks foolish enough to throw away a good business together with the capital investment in a futile effort to put the price of fish beyond reach of the public. Further, each and every one of these men will bear me out in the statement that the idea of the big and costly bait boat crowding the small boat operator out of business would make the most pessimistic crowbar of the equine kingdom laugh himself to death. Colonel Shaver does not appear able to grasp the idea that the big boat is built to go where the small boat cannot operate. I will also venture to say that they would look with painful concern on any individual who has an idea that anyone can run a corner on fishes in the Pacific Ocean. As to the concern of the Examiner philosopher and psychiatrist for the consumer, it probably is on a par with the apprehensions of Colonel Beelzebub for the supply of soft water.



## Who Saw the Sawfish Saw?

**MAJOR HARRY CARR**, Lancer of the Los Angeles Times, is one who does not believe half what he hears and only a small percentage of what he sees since serving as revolution correspondent in Mexico. Among the things he publicly admits that he does not believe is the story of the brave Texas fisherman who bare handed hung onto the saw of a Sawfish until he pulled the said Sawfish up on the beach and into an auto truck where everybody could see and saw it. Were it any other breed, stock, strain, line or extraction of fishermen, The Lancer might be justified in his incredulity, but if a Texas fisherman says he pulled a Sawfish out of the sea by the saw he surely did so do, even if there were none to see. No Texan fisherman has been known to spin a "no such stuff" since Sam Lucas of Galveston fought a duel with one of Zane Grey's domesticated Swordfish.



## A Prediction by Newspaper Proxy

**COLONEL ROY SHAVER**, who incubates absurdities, preposterousities and major idiocies for the fishing and hunting "colymun" of the Los Angeles Examiner, is the author of this gem:

"Just as a warning that the commercial fishing interests are possibly in the process of being 'hoist on their own petard,' comes word that in order to obtain the bumper catches which were once the rule within a radius of 50 miles from Los Angeles Harbor, the market men are now forced to go farther and farther south. The old Catalina steamer Hermosa, converted into a bait boat, has been combing the waters of the Pacific all the way south to La Union, Salvador, for a catch of yellowfin tuna and was signally successful there recently.

## Good Fish and Fertilizer

"The trade magazine (referring to West Coast Fisheries) avers that instead of the vast schools of sardines and other bait fish, together with the yellowtail, albacore, tuna and swordfish 'disappearing' from our waters, they are simply 'not appearing,' which is, by their line of reasoning, due to some whim of the fish rather than to the wholesale netting of fish which are often left to spoil and later to be converted into fertilizer at a greater profit than if they were sold for food."—Roy Shaver, in Los Angeles Examiner.

In the paragraph quoted Mr. Shaver writes himself something too amusing to mention. He should know that the market price of Albacore is \$300 per ton. This price is paid by the canneries to fishermen. If Mr. Shaver, or any other person of high or low degree and little or no intelligence, believes that either fishermen or cannery operators leave this fish to spoil in order to realize \$7 per ton for fertilizer he should immediately revise his estimate of the perspicuity as well as the perspicacity of both fishermen and cannerymen. The Tunas are worth

(Continued on Page 34)

# Fuel and Oil Superservice To Fishermen

**CLEANSSED FUEL OIL FOR DIESEL ENGINES AND  
ONE HUNDRED PERCENT PARAFFINE BASE LUBRICANT**

**T**HE TIME General Petroleum made a hit with the fishermen of Southern California in general, and those operating out of San Pedro in particular, was during 1920, immediately following the misunderstanding between some of the European countries, when all the oil companies serving the fishing boats simultaneously ran out of distillate, which was then used almost exclusively in fishing craft.

The fishing fraternity was not only at a standstill, but up in the air, so to speak, instead of moving along on the water as per schedule. There being nothing else to do, the fishermen, cannery operators and others interested, went into conference and in due time came out with an "Exchange," which, with authority and other things needful, placed an order for five million gallons in one brief breath, without ifs, ands, or whereases of any kind or character whatsoever. And that was that. Also since that day everything has been running along as smooth as lubricant could possibly make it between the fishermen in general and General Petroleum.

## **The Troubles of Unclean Oil**

To fishermen who have had experience with Diesel engines it is not necessary to elaborate on the difficulties attendant on unclean fuel oil. A few on this formidable list are: Exhaust valves sticking; irregular firing; engine laboring under overload conditions; rust on cylinder walls; deposit on walls of combustion chamber; carbon trumpets on combustion side of spraying orifice; contaminated lubricating oil; dragging between piston and cylinder; leaky valves; excessive wear on cylinder linings; piston blow-by; carbon and sediment deposit on piston heads; feeble firing and mis-firing; heavy oils too viscous to feed well yet unsafe to heat sufficiently for good combustion, etc. All these troubles have been practically eliminated in the Amber Diesel fuel oil furnished the fishermen.

## **G. C. Van Camp Becomes Distributor**

About five years ago Gilbert C. Van Camp undertook the distribution of oil and gasoline to the fisheries as the agent of the General Petroleum Corporation. With the development of the Diesel engine, which has been installed in practically all the fishing boats, the problems in fuel and lubrication also came along. The fishermen as a general thing, is not an expert in the operation of a marine engine, but at the same time it is highly important that his engine does not die from any cause whatsoever while he is circling with a net or running with a school of fish. So the producers and the users came together in a co-operative effort exerted on fuel oil. The result was the product above referred to—fuel oil from which the asphalt was removed, leaving a clean amber oil which would feed through the spray nozzle or needle practically all the engine troubles and jet without clogging. This disposed of dried up the founts of profanity.

## **One Hundred Per Cent Lubricant**

Having secured a satisfactory fuel, lubricating oil was next made the subject of experiment. The Diesel engine generates heat and it is important, not to say necessary, in the interest of economy,

to have the highest quality of lubricating oil obtainable. Again there was a program of co-operation, and a lubricant 100% paraffine base was produced, graded from extra heavy to extra light, so as to have an oil adapted to each and every make of engine.

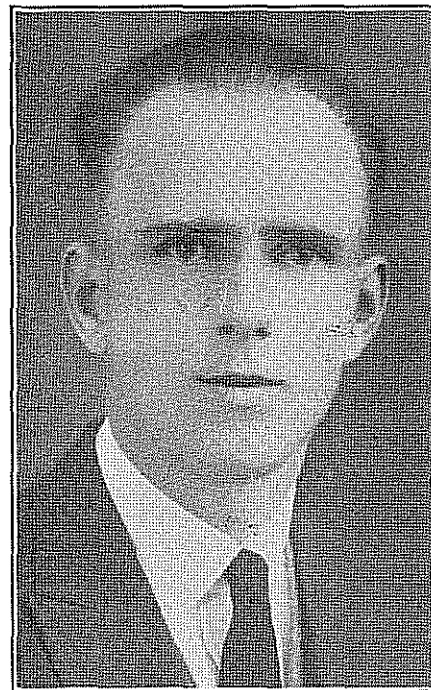
## **The Van Camp Superservice**

The Van Camp General Petroleum Agency maintains continuous and complete 24-hour daily service the year round at two stations, one on the main channel and one on Fish Harbor. Incidentally it is the only company furnishing such service on the harbor. Two grades of fuel oil are carried—light and heavy. The General Petroleum Corporation's Violet Ray Gasoline is also carried for boats using gasoline. The stations are equipped to serve the largest boats with the utmost dispatch, the gravity system being supplemented by a 5,000 gallon per hour capacity electric pump. No time is lost in loading. The Van Camp Agency has storage capacity for 60,000 gallons Amber fuel oil, 30,000 gallons of heavier grade fuel oil and 30,000 gallons of gasoline. The gasoline tank is connected by pipe line direct with the main plant of the General Petroleum Corporation on Terminal Island, while the fuel oil is transported in clean tank cars so that it is not subject to contamination or being fouled by foreign matter of any kind.

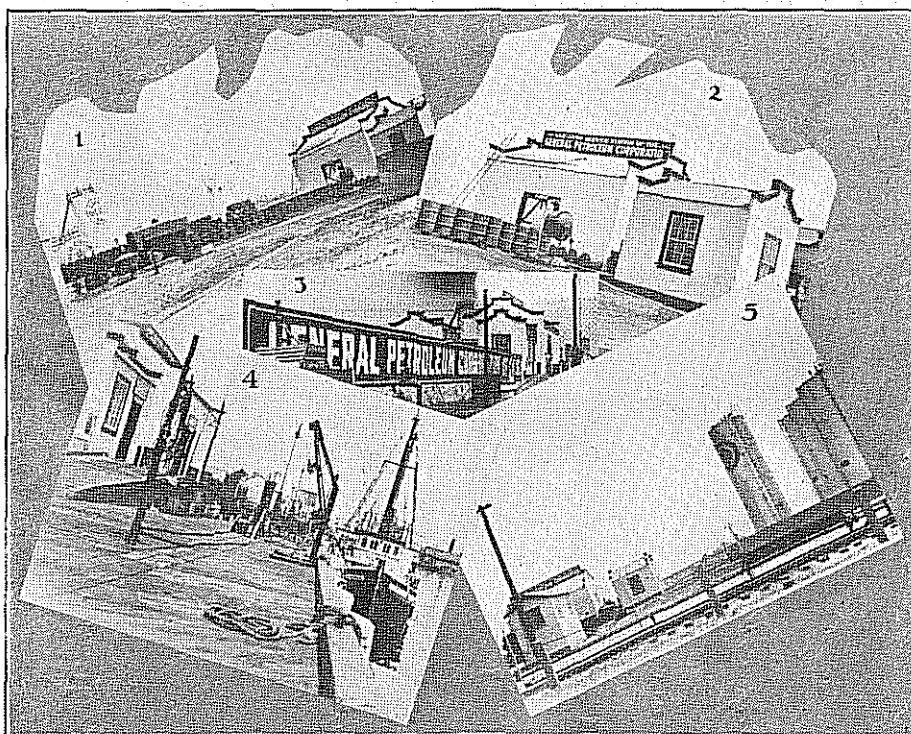
## **Installing New Grandsberg Meters**

While General Petroleum meters have been checked daily, inspected monthly, for the protection of all concerned, the old wheel style meters are being replaced by the more reliable Grandsberg meter which actually measures by cubic inches

through a double cylinder which fills and empties, and with twelve lines to draw on, instant service is available to patrons, which same is translated into general satisfaction.



Gilbert C. Van Camp, President Van Camp Organizations, San Pedro and San Diego



1. Van Camp General Petroleum Station at Terminal Island. 2. View of Van Camp General Petroleum Station from the side. 3. Center, View of the Station from the docks. 4. Purse seiner Idaho tied up at Van Camp General Petroleum Docks, Terminal Island, to take on the supply of fuel for Mexican fishing. 5. Storage Tanks of the Van Camp Station



### SANTA CRUZ LANDINGS MORE THAN LAST YEAR

Figures obtained from Mr. R. L. Clasic, who collects the fish tags in the Monterey Bay district for the State Fish and Game Commission, indicate that the Santa Cruz Salmon catch during April was almost triple that of the same period in 1928. The landings for April, 1928, were 14,642 pounds; for April, 1929, 42,614 pounds.

The complete May figures are not yet available, but it is estimated the tonnage of Salmon will far exceed that of April. The C. Stagnaro Company's fish receipts show more Salmon during the first eleven days of May than during the entire month of April. There has been a promising increase in size of fish and in pounds per boat. May 16th there was an average per boat of 300 pounds.

Thirty Monterey boats are fishing in Santa Cruz territory and disposing of their catches through the Santa Cruz branches of the "Big Five" companies. Salmon are not running on the south side of Monterey Bay. This is the reverse of the opening of the season, when the big hauls were reported at Monterey port.

Santa Cruz fishermen are not devoting their time exclusively to the temperamental Salmon. Silver Smelts, Squid, Rock Cod and Kingfish have been plentiful. The Silver Smelts are taken in nets close to shore, so close that nets are often badly torn by catching on rocks. There is little local demand for Squid. Several tons of Squid were shipped to Los Angeles this month.

Two Paladini drag boats are at Santa Cruz. Their nets obtain mostly flat fish, which are shipped by truck to San Francisco.

### COOPERATE FISHERIES ACTIVE AT WARRENTON

PORTLAND, Ore.—It is reported that the Columbia River Fishermen's Cooperative Packers will install a cold storage and ice making plant at it's Warrenton cannery for the purpose of accommodating Halibut boats. The greater part of the Halibut brought into the Columbia River is landed at Portland and it is the object of the Cooperative Packers to save Halibut boats the round trip of 240 miles to Portland.

### CANADIAN SARDINE CATCH

The total catch of Canadian Sardines in 1928 was 53,798,200 pounds—a big increase over 1927, when 32,936,000 pounds were landed. The 1928 catch had a landed value to the fishermen of \$340,325, as compared with \$202,056 in the previous year.

### SERVICE WITH SOMETHING MORE THAN A SMILE

The Hercules Oil Company's marine station at San Diego may well be called an institution for it has come to be more than an ordinary oil service station. For twenty years it has been a clearing house for fishermen's troubles as well as an oil station serving the fishing boat trade. Fisherman A. has engine trouble. Fisherman B. has a leaky oil tank; Fisherman C. has something to straighten out with the custom house; Fisherman D. wants a bill of sale; Fisherman E. has an affidavit to make out; Fisherman F. has domestic difficulties and needs advice; Fisherman G. has economic problems and so it goes down the line from Alpha to Omega and over and over again. The versatility of Manager H. W. Trainor as a trouble shooter is extraordinary. What he cannot do he tells them how to get it, and it is all part of the regular service.

#### Part of the Rock of Ages

Integrity may well be said to be part of the Rock of Ages for no more firm foundation exists on which to build, no matter the character of the structure. All seek the man of integrity, on whom they

know they can thoroughly depend; who is found firm when others fail; the friend faithful and true; the adviser honest and fearless. This is a quality fishermen recognize in Mr. Trainor and they come to him for fuel and lubricating oils between times when the troubles are all cleared up.

#### A Point of Convenience

The convenient location of the Hercules Station is, of course, a factor in addition to the dependable quality of the products sold over this dock. Convenience saves time and time means more fish and more money, and more of the things money can buy. No time is lost here in getting required supplies.

### SEEK MORE LIBERAL INTERPRETATION OF TREATY RIGHTS

Seattle business organizations are supporting trawling vessel owners in urging the State Department to negotiate with the Canadian Government for more liberal interpretation of treaty rights. It is pointed out that Canadian vessels of all classes are allowed all the privileges in American ports under the treaty with very liberal interpretation of all its provisions.



Hercules Marine Oil Station at the Foot of Beech Street.

## "Goods of the Woods"

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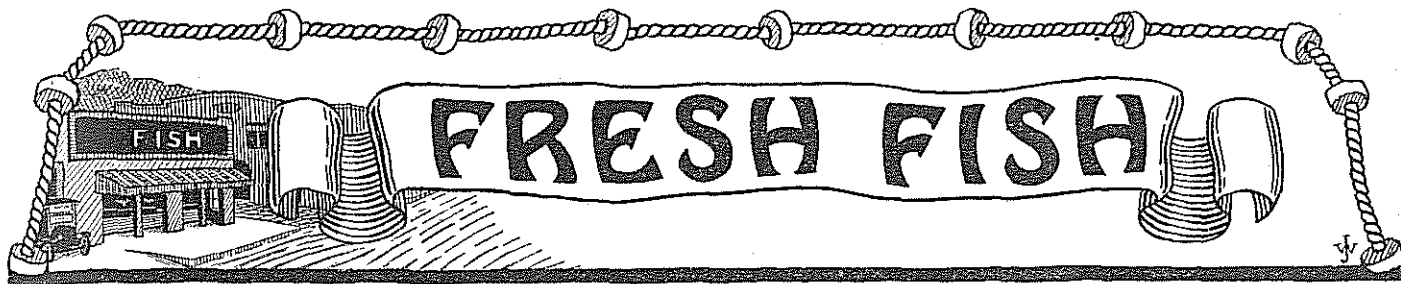
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### COMMISSION TO BE APPOINTED TO DRAFT REGULATORY MEASURES

IT IS more than twenty years since the first movement was started to bring about co-operation between the governments of Canada and the United States in divining and applying measures for the protection of the Sockeye Salmon on its way to the spawning grounds in the Frazier River. All efforts during these years were rendered futile by conflicting interests, and it was not until the last days of March that the long-sought treaty creating the International Pacific Salmon Fisheries Commission was signed.

#### Duties of the Commission

The commission will be made up of six members, three from each country. Their duties will be first to make an exhaustive investigation of the situation regarding the Sockeye Salmon, and to report findings and recommendations. The commission is clothed with authority to make such restrictions and lay down such regulations as it may find necessary or desirable in carrying out the purpose for which called into existence. The life of the commission is fixed at sixteen years.

#### Important Provisions

1. The fixing of a period during which the taking of Sockeye Salmon may be limited or wholly prohibited, and the Federal governments are both pledged to enforce the restrictions imposed within the boundaries given to its jurisdiction. This season is June 1 to August 20.

2. The regulation of fishing by the commission so that an equal division of the fish permitted to be caught each season shall go to the fishermen of the two countries.

Authority is also accorded the commission to prescribe the size of the meshes of all nets and pass on other fishing gear and appliances in order to allow desired escapement in the Sockeye during the spring fishing season. When Sockeye Salmon fishing is permitted in the season between June 1 and August 20, on either side of the boundary, the fishing gear legally authorized by either country in its own waters may be used.

The important provision in the authority given the commission is that regarding the restrictions which may be imposed on fishing in the waters embraced in the convention. Orders may apply to both jointly or either separately. No regulation can be made, however, or rescinded by the commission unless voted for by at least two of the commissioners from each country, which means a two-thirds majority acting on all matters.

Canadian newspapers generally express approval of the treaty, referring to it as a most admirable and constructive piece of legislation and an outstanding instance of international amity and co-operation.

### BUSY AT COOS BAY

Chas. Feller

Marshfield, Oregon.—Fishing in the Coos Bay section of Southwestern Oregon, has been quite active during the past month.

Shad started to run on Coos Bay about April 15th and the supply of fancy stock is now good. Striped Bass are in very fair supply and with the break of real good weather it is expected that this stock will be greatly increased.

Off shore fishing for Halibut has been moderately good and some very fair trips of fancy fresh fish have been delivered during the past week. Salmon fishing is not very active yet. Some deliveries of troll fish have been made during recent days and other are expected shortly. The Rogue river gill-net season opened May 15th. The Umpqua river season for Shad and Salmon opened May 10th.

Trollers from the north will soon be on their way down to Southwestern Oregon for the season and within a month or so the supply of Salmon at this point of shipment should be ample and of the best and continue sufficient for all calls till along towards the fall, closing again November 20th.

Stocks of frozen fish seem to be well cleaned up in this district. There is some likelihood of some Sable going into the freezer when supplies are larger and provided the prospects for a fair price are favorable for the finished product.

### TACOMA FISH AND PACKING CO. MOVES INTO NEW HOME

TACOMA, Washington.—The Tacoma Fish & Packing Company has moved into its new, modern home recently completed, and is in position to take care of most all kinds of fish but particularly the Puget Sound Salmon. President Tony Bussanich writes The WCF:

"We heartily extend you and all our Southern friends an invitation to visit us when you are up this way at any time. Permit me to say that your May number is very good as well as interesting. I think changing the name to West Coast Fisheries fits all localities much better than the old name, and we wish you all kinds of success."

### CONSOLIDATE FISH DEPARTMENT

Fletcher, Wiest & Co. announce the consolidation of their fish department with A. K. Koulouris, operative June 1st. The fish business will be conducted under the firm name of Koulouris & Wiest at 604 E. 4th St., Los Angeles. The new firm will specialize in sea foods. Fletcher Wiest & Company will continue to handle their various lines of merchandise with the exception of sea foods at 606 E. 4th St., Los Angeles. The experience of both members of the new firm and their many friends in the trade will serve as a foundation for greater success.

### HEAVY CATCHES ON SEASON OPENING AT REEDSPORT

Clyde Chase

Reedsport, Oregon.—The fishing season just opened on the Umpqua River May 10th. The catches the first few nights were much heavier than those of last year with Salmon catches about normal. The quality of the Shad and Salmon that is being caught is excellent. Considerable activity is being shown amongst the trollers in the way of overhauling their boats. We look for an increased catch of troll fish coming into the Umpqua this season. This is due to the improved channel across the bar. The government has spent nearly half a million dollars on the Umpqua since last season and extended the jetty of solid rock nearly a thousand feet farther into the ocean. The north jetty is about 3,000 feet long at present, and this new work has made a new channel straight out with considerable more depth than last season. This will give the trollers a fine harbor this season and a good market here for their fish. Indications are that a big fleet of trollers will make the Umpqua their home port this season.

### FISH ABUNDANT AT SANTA CRUZ

Fish are now more abundant and varied at Santa Cruz than they have been for some time. The International drag boats are netting wholesale quantities of Sole, Sandabs and Sardines. Rock cod continues plentiful, Jack Smelt are running, and some Halibut and Crabs coming in.

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Municipal Fish Wharf  
San Pedro, California

# Fishing Boats Installing Refrigeration

**PRESENTS NEW FIELD FOR SPECIALLY ADAPTED PLANTS  
MARINE CONSTRUCTION FOR COMMERCIAL FISHERIES**

**R**EFRIGERATION has become an essential factor throughout the fishing world, and particularly on the American West Coast where in the Halibut and Salmon fisheries to the north trips extend to the Shumagin Islands, a thousand miles or more from the base of operations, and to the south in the Tuna fishing operations extend even a greater distance into Mexican waters and to islands far out into the Pacific. Trips of five thousand miles have been made, though of course, this is unusual. However, boats are out of port for weeks at a time. With insulation and refrigeration units fares may be landed in perfect condition, but the refrigeration problem in the warm southern waters is far more difficult than in the lower temperature of the north. Refrigeration engineers, however, are meeting and overcoming difficulties with industry and genius.

## Development for Fishing Craft

Since the developments have reached the point of entering the smaller business lines such as hotels, clubs, dairies, restaurants, groceries and other establishments as well as markets, a development specially designed for the smaller ships was to be expected, including fishing craft, but the demands of the fishing boat are more exacting than the ordinary small installations of the land installations.

The Parker Ice Machine Company, of San Bernardino, California, the only manufacturer of refrigeration machinery in the West, has responded to this particular demand and is entering the marine market. The first Parker installation was in the Stella Di Genova, built at San Diego by the Rask Shipbuilding Company last year. Captain Canepa reports the operation of this machine satisfactory in every way, which would indicate that the development for marine installation is the success expected from the study and attention given it.

## Improvements and Refinements

Increase in the use of small capacity plants directed attention to the matter of design, and as a consequence many improvements and refinements have been made in construction of the better class of refrigerating machines. Close regulation of temperature is of the highest importance in the hold of the fishing craft. This is possible only through thermostatic control. The Parker automatic installations are equipped with high quality instruments and as a safeguard against possible damage from outside causes such as might result from failure of the electrical current, sensitive safety cut-outs of simple construction and positive action have been provided. Quietness and smoothness of action mark the operation of this machine and in the sea tests has met all requirements. It has many features which commend it to fishing boat installation.

The Parker Ice Machine Company is a California concern which has been in business for thirty years. It was estab-

lished in San Bernardino in 1899 and has branches in Fresno, San Diego and El Centro. W. M. Parker is president and H. C. Parker, secretary of the company. These men are thoroughly familiar with California conditions, on the desert stretches as well as valley spaces and including the expanse of waters of the State's long coast line they know the requirements and the conditions under which they must be met, and this is a matter of no small importance.

## THE SANTA LUCIA IS PRIDE OF SARDINE FLEET

John B. Terry

Monterey, Cal.—A new boat in the Monterey Sardine fleet always commands attention. The Santa Lucia, latest fishing vessel to join the fleet, is worthy of more than usual consideration.

A handsome craft, the Santa Lucia, was launched near the Gross cannery on the morning of May 7. She was subsequently towed to San Francisco, where she was equipped with a new 90 horsepower Diesel motor. As soon as the engine was installed the boat was due to return to home port at Monterey.

The Santa Lucia is a source of particular pride in Monterey Bay, largely for the fact that she is the biggest boat ever built in that port. She has a beam of 17 feet, measures 61 feet from stem to stern and has a gross tonnage of 35 tons.

Orlando Pasquucci, San Francisco boat builder, is the man who constructed the Santa Lucia. He is a veteran at his calling. In the 40 years that he has built or has supervised the building of boats, 276 vessels have been counted to his credit. A 33-foot pleasure launch for S. F. B. Morse, president of the Del Monte Properties company, was the piece of construction by Pasquucci immediately preceding the building of the Santa Lucia.

The owner of the vessel is O. B. Cardinelli, for years a leading figure in the Monterey Sardine fishery. With the start of the next season in the fall he will use the Santa Lucia for purse-seine fishing. In this type of fishing there are two other boats operating on Monterey bay. The New Admiral and the Agnes S of unhappy memory, both sturdy purse-seiners, work for K. Hovden. Their record has

been excellent so far as catches are concerned. When fishing in the bay is good they always give good accounts of themselves. When bay fishing is bad they have frequently been able to make good hauls in Half Moon bay, while the smaller lampara boats, with a more limited cruising radius, went empty handed.

The Agnes S nearly went astray for good and all early in the year when she ran aground in the night near Moss Landing. A tug from San Francisco, much to the surprise of scoffing natives, managed to pull the heavy boat through the breakers, bring her back to Monterey and later tow her to a San Francisco dry-dock for overhauling.

The Santa Lucia, soon to join her lot with the Agnes and the New Admiral, was launched with all due ceremonies.

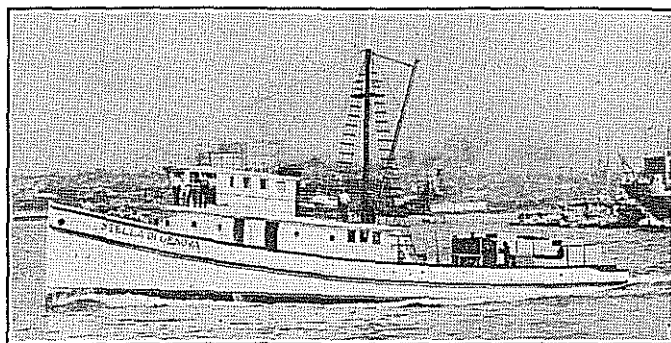
## DOMESTIC PACKAGE FISH TRADE

The importance of the package fish-trade in the United States is shown by figures recently collected and compiled by the Bureau of Fisheries. In 1928 the total production of packaged fish in the United States amounted to 65,245,376 pounds, valued at \$9,790,024. To produce this product about 160,000,000 pounds of fish were used. There were 85 plants operated in this industry and their activities were carried on in 12 states.

By far the most important fish packaged was haddock, accounting for 87 per cent of the total quantity prepared. Following in order were cod, with 3 per cent of the total, squeteague 2 per cent, hake 2 per cent, and croaker 1 per cent. About 17 other species were packaged in smaller quantities. Predominating among those species of lesser importance were flounders (including sole), cusk and halibut.

Massachusetts accounted for 65 per cent of the production. Connecticut and New York followed with 28 per cent. Virginia and North Carolina accounted for 4 per cent, and Maine 2 per cent. The remaining 1 per cent was produced in the Gulf and Pacific Coast States.

Considered according to the method of preparation, filets account for 89 per cent of the production; dressed fish, 4 per cent; pan-dressed fish, 3 per cent; sticks, 3 per cent; and the remainder consisted of steaks and tenderloins.



Stella Di Genova equipped with a Parker Ice Machine

# New Form of Fish Selling Wins the West

**FROSTED FILLETS OF ATLANTIC VARIETIES  
FIND FAVOR IN LEADING MARKETS OF THE PACIFIC**

**S**HIPPING FISH from the Atlantic Coast across the continent to the Pacific, where fish abound in great variety and abundance, would seem very much like shipping oysters to Baltimore, but it is being done, and, it is believed, with profit to all concerned, including the consuming public.

## **The Frosted Fillet in Favor**

Fillet is French and American for a boneless cut, applying particularly to meats and fish. Relating to fish it is a slice off the side stripped from the ribs and backbone. Many people prefer to go without gsh rather than pick a parcel of bones. Others present other objections too numerous to mention, but the frosted fillet overcomes so many of these that its permanent popularity seems assured. The process of frosting is a very remarkable development in food science. It is an established fact that the freshness and flavor are retained and the product is put up in a manner which makes it as easy and convenient to handle as any article handled by the grocer in refrigerator space, as it is well packaged. As it loses nothing in long distance transportation in refrigeration there is no difficulty in reaching distant markets. The favor with which Haddock has been received has influenced packers to put up other varieties, more especially Flounder and Sole.

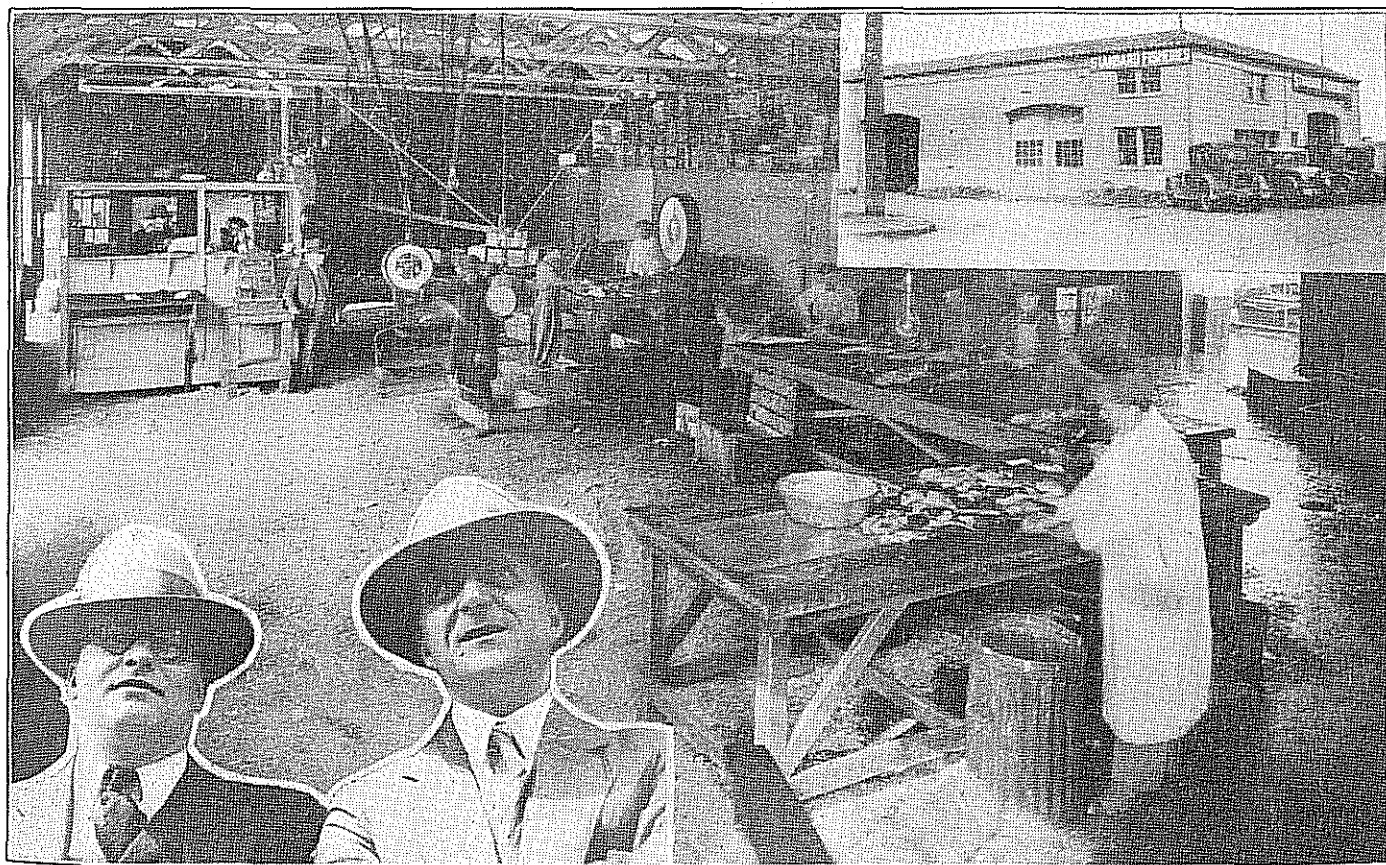
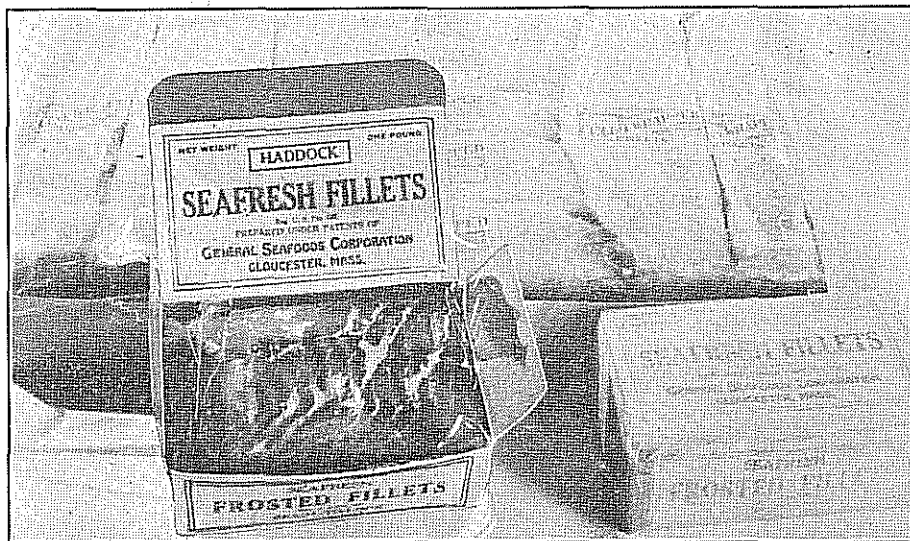
## **A Carefully Prepared Product**

The General Seafoods Corporation of

Gloucester, Mass., is pushing its Seafresh line in the west. The Seafresh fillets are frosted by the most advanced quick freezing method in the industry. They are frozen very rapidly at the extremely low temperature of 45 degrees below zero so that all the flesh cells, are unbroken and the flavor is retained. Seafresh frosted products are said not to vary in

quality, being produced under strict laboratory control. Especially designed machinery performs all the work previously done by hand. The scientific new frosting process is endorsed by dietitians and pure food authorities being approved by Good Housekeeping Institute, Priscilla Proving Plant, Delineator Home Insti-

(Continued on Page 34)



Main Packing Room of Standard Fisheries Company of San Francisco. Inset above, Partial View of Receiving Building. Inset below, Al Toffanelli, Manager in charge of buying and selling. J. Cuccia, Manager in charge of Office.

## RUSSIAN SALMON ON THE EUROPEAN MARKET

Einar Beyer of the Northern Products Corporation, Seattle, returned recently from a trip to Europe where he spent some time in studying the markets, particularly in their relation to frozen and mild-cured Salmon. He reports that mild-cured both split and dressed whole, and also frozen for smoking, is being offered in the leading European markets by the Soviet government of Russia, which handles the output exclusively, and agencies are assured that they can be supplied in any quantity. The price is strictly in competition with American Salmon. This competition, says Mr. Beyer, has not yet reached the point of importance. The American mild-cured is preferred by European smokers, but present prices are causing them to look about for substitutes. Russian Salmon from the Amur River suitable for smoking is not new, but in the days before the rise of the Soviet was all consumed in that country. Since the war fisheries have been neglected and now it is said the people are too poor to consume the Salmon with the result that the government is exporting Salmon and importing cheaper fishes (principally Herring).

## NOT MUCH DOING AT NEWPORT

Crad Meridith

NEWPORT, Oregon.—Not much doing in the fish line here yet—a couple of Halibut boats a week and some Shad which we are freezing for bait. Not many boats are operating yet. We have received a few Chinook Salmon this week and expect more boats will get out soon. We are all prepared for a big business this year. We have so many orders for Fillets we cannot attempt to fill them. Received an order from Honolulu and will ship on next steamer. The dealer says he saw the ad in your magazine. Also have an order from San Juan, Costa Rica, but I am sorry we cannot fill it.

## A MIX-UP ON OFFICERS

In the May number of WCF, Mr. Bart A. Ghio was referred to as general manager of the Oakland Fish Company. WCF had him in the right company but in the wrong job. Mr. Ghio is secretary-treasurer of that company, while Mr. Joseph

Lawrence holds the position of general manager. Apologies are herewith extended to both. WCF had no intention of interfering in the official program of the esteemed Oakland Fish Company, which appears to be operating very satisfactorily with its officary as made up by itself.

## SAN PEDRO MARKET REPORT

By GEO. T. OTA

From April 20th to May 20th

The weather remains cold for this time of the year and all fishing has been very decidedly poor. Local Barracuda, particularly did not appear in any great amount, only few boats getting over ten ton loads.

Before May 15th, even with roundhaul nets which are allowed under the State Fish and Game law, could not gather any large amount, and wholesalers here are having a hard time to fill rather large orders for this specie of fish at this time.

Barracuda is the best seller on the market and when the price is right can sell hundreds of tons easily.

Total catch of Barracuda for the month of April was 145 tons. Rock Cod and American Mackerel comes next with 100 and 85 tons respectively.

Following is the abstract of catch reported by The State Fish Exchange for the month of April.

Barracuda .....	290,291 lbs.
Rockcod .....	196,518 "
American Mackerel ..	169,725 "
Tuna (Mexican).....	80,026 "
Halibut .....	56,392 "
King Fish .....	45,753 "
Sardines .....	33,801 "
Smelts .....	34,282 "
Sheep Head .....	20,675 "
Perch .....	19,264 "
Shark .....	17,021 "
Whitefish .....	12,430 "
Anchovies .....	11,498 "
Sculpin .....	7,862 "
Mullet .....	5,681 "

Small amounts of Seabass, Yellowtail, Flyingfish, Jewfish, Rockbass and other species were reported.

## Oakland Fish Company

WHOLESALE

Fresh, Salt, Dried

Note: We buy Barracuda, Yellowtail, Sea Bass, Bonito, Jewfish for salt. Producers quote us prices per ton.

505 Washington Street  
Oakland, California

## SHRIMP SHIPPERS



"Exclusive U. S. territory available to reputable old established dealers. Cable address, 'Bayfish,' A. B. C., 6th Ed. Code."

## REFUSE \$5 A POUND FOR MACKEREL

It is reported that \$5 a pound was refused for the first Mackerel of the season brought into Boston. It was a two-pounder.

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Orders Shipped to Any Part of the United States

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MARIN COUNTY

When motoring drop in and try our Famous Shellfish Cocktail

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Three houses—three chances to have stock.

Can Ship Barrel or Carload.

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# The King Crab Business of Monterey Bay

EFFICIENCY OF THE PRESENT NET METHOD  
PROVED BY CATCH OF 500,000 LBS. IN SIX MONTHS

By GEO. ROGER CHUTE

## II.

AT THIS JUNCTURE the "crab-gill-net" made its appearance in Monterey Bay. In its earliest form it was merely a sea bass gill net, and it is told that old and half-rotten bass gear still finds its final service in this activity. Indeed, the bass apparatus has experienced almost no alteration at all, except that the mesh-size has generally been increased from around 8 inches to 9, 9½, or 10. The large-mesh sea bass gill net is the new crab-catching tool.

### A Remarkable Oversight

It seems remarkable that nets were not used for crabbing in Monterey Bay much earlier than was the fact, for tangle tackle of a variety of sorts is common to the crustacean fisheries of many parts of Europe. Moreover, crabs often blunder into gilling gear in Alaska. They frequently are found balled up in local trammel nets, and the men south of Point Conception take quantities of spiny lobsters with all sorts of old gill gear everywhere along the lower coast. Possibly it was thru chance catches of crabs in sea bass fishing that the Monterey men got the idea of using linen gear especially for that purpose. This supposition is further strengthened by the fact that it has always been common knowledge among the boatmen that great numbers of *Cancer magister* travel the bottom of the bay, for on the occasions when the San Francisco paranzella trawlers drag there, whole sacks full have at times been lifted.

### Only Apparatus Now Used

The crab-gill-net is the only apparatus now used in the fishery. It is 40 meshes long by 18 deep and measures approximately 30 by 13 feet. It carries a load of lead sufficient to sink it and hold it stationary against lateral currents, and enough corks to support the webbing in an upright position, but not rigidly or with much strain—slackness is the basic principle. A year or more ago the custom of "stringing" the nets was practiced—holding the cork line down with ties running up from the foot rope, so that the web would hang full and be more easily caught up by the crabs—but by agreement with the Division of Fish and Game this particularly fatal trade-trick has been discontinued.

### Handle With Care

About 70 boats engage in the fishery. Some of these are desultory operators, playing at the business with only one or two nets. Others make of it a serious enterprise, and have in use 12 to 30 nets per boat. Only a half of the gear is in use at one time, the other half being ashore for overhauling, drying, and possibly tanning. Each morning the boats run out to the grounds, carrying with them the repaired pieces. These are set. The other nets are then pulled, and while the boat heads homeward the crew busies itself untangling the catch from the wet twine. This is a tedious job, for the crabs are most thoroughly "balled up," and what with their biting claws and waving legs, it is a difficult thing to get them free. As an assistance in this rather ticklish undertaking the netmen have made hooks of heavy wire, handled with

wood, which enable them to lift the twine out of the leg joints and from off the projections of the captive's shell without danger of finger amputations or lacerated hands.

### Short On Legs

Monterey Bay crabs often lack legs. In northern fisheries this depreciates the catch, but since at Santa Cruz the absence of complete locomotive equipment is regarded as a necessary accompaniment of the mode of fishing, it is condoned, and no deductions made. The fishermen insist that it is not the net that breaks away legs, and they declare that the under-limit crabs which they put overboard for being too small to comply with the fixed legal limit are almost invariably set free with a full complement of appendages. The injury to the specimens marketed arises, they claim, when the crabs are released together in the bottom of the fishing boat. After having been bound up for hours, and then teased and terrified by the boatmen with their big button-hooks during the unwinding process, the crabs stage a mob battle when turned loose together, with the result that there

are casualties to the extent of missing members.

### Found on 20-Fathom Ground

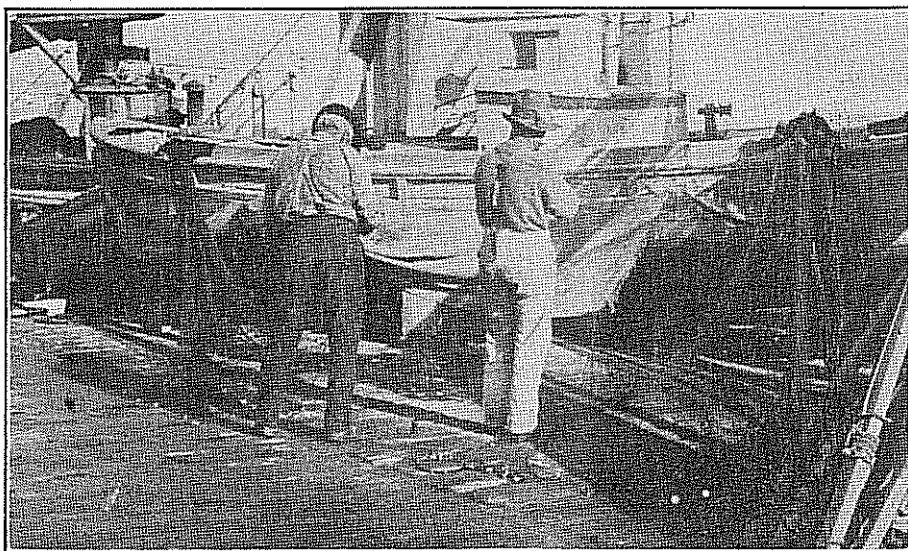
The banks fished are certain 20-fathom shoals westward from the inlet to Elkhorn Slough and from the mouth of the Pajaro River. A glance at an admiralty chart is sufficient to show that only a small part of the total area of Monterey Bay is 20-fathom ground. The bay varies from the great deeps of the "Gulley" or "Moss Landing Channel" to broad shoals on the south side where there are no crabs at all. The prolific beds are those opposite the outflows of fresh water from the Rio Pajaro and from Elkhorn Slough—whether by chance or for related reason. Bearing in mind that the actual area of good crab grounds is far less than even the whole of the flats at the head of the bight, the matter of removing 500,000 pounds of adult crabs within a six-month's period is seen to be a serious thing. And landings show that the fishing effort still is increasing, in an accelerated ratio.

One hundred thousand pounds of crabs a month!—for how long?

### The Crab Catch of Monterey Bay\*

	Santa Cruz	Monterey	Monterey Bay total	State total
1918 .....	16,968	12,744	29,712	1,618,992
1919 .....	10,272	3,072	13,344	1,305,024
1920 .....	11,280	432	11,712	1,220,568
1921 .....	3,288	144	3,432	800,952
1922 .....	2,424	48	2,472	860,328
1923 .....	4,848	2,568	7,416	1,075,800
1924 .....	29,208	21,096	50,304	1,506,816
1925 .....	63,456	11,112	74,568	3,234,312
1926 .....	47,832	3,672	51,504	3,296,280
1927 (first 3 quarters) .....	130,224	1,248	131,472	2,251,360
1927 (last quarter) .....	127,512	336	127,848	773,952
1927 .....	257,736	1,584	259,320	2,960,352
1928 (first quarter) .....	372,768	10,944	383,712	1,367,184
1928 (last quarter) and				
1928 (first quarter) .....	500,280	11,280	511,560	2,141,136

\*Statistical data from the records of the California State Fisheries Laboratory, Terminal Island, Calif.



Monterey Bay fishermen mending shark tears in their King Crab gill nets. This daily overhauling takes place on the Santa Cruz fishermen's pier, sometimes a whole family taking part. Curtains are used to protect the boat hulls from drying out in the direct rays of the intense afternoon sun. The whole wharf is given over to the fishermen and their activities. Photo by Geo. Roger Chute.



## WHOLESALE FISH MARKET OF TOKYO, JAPAN

The following is from a report received by Geo. T. Ota of San Pedro, from a wholesale fish market in Tokyo, Japan, for the months of November and December, 1928, and January, 1929.

The city of Tokyo is the center of fish distribution in Japan, with two million fish-eating population in the city limits, and many more millions of population in a radius of one hundred miles from this metropolis. The wholesale fish market in Tokyo is one of the busiest places in Japan, and you can well imagine how noisy this place is in the early morning. You know how noisy San Pedro market is with only a couple hundred fishermen and a few spectators making all the noise. In Tokyo market the number of persons attending every day is twenty to twenty-five thousand, and all of them make plenty noise. This army of people goes in and out of this market with their trucks, hand carts, wagons, bicycles, or on their wooden shoes.

The amount of fish handled through this market is enormous, averaging over 800 tons a day for this three month duration, as the table below shows. Also over 1,000 tons of frozen fish were consumed during the same period.

Delivery of 61,203 tons of fish to the Tokyo market in three months constituted 1,400 truckloads, 4,500 carloads and 3,300 boatloads.

Hundreds of different species of fish are handled through this market. On the price list there are one hundred ninety-four different varieties listed. The prices are about the same as here except for a few specialties which always bring high prices. On a few of the species we have on the Pacific Coast the quotations in Tokyo market are as follows, in American dollars and cents:

Japanese Shrimp, alive, per lb.....	75-85c
Frozen imported, per lb.....	35-40c
Salmon .....	8-10c
Halibut .....	15-18c
Tuna .....	30-35c
Yellowtail .....	15-18c
Spanish Mackerel .....	5-8c
American Mackerel.....	5c
Sardines .....	2-5c
Tai .....	20-50c
Swordfish .....	15-20c
Squid .....	5-8c

Trade system in Japan is mostly by consignment sales, something like the system they are following in Los Angeles wholesale vegetable market, but there are fewer unreliable dealers and the business is in very good condition. Japanese people are fish eaters to the extent Americans are meat eaters.

## NEW FORM OF FISH SELLING WINS THE WEST

(Continued from Page 31)

tute, Household Searchlight, and other institutions.

### The Seafresh Products

The Standard Fisheries of San Francisco has been appointed distributors for Northern California and Nevada for the Seafresh line, products of the General Seafoods Corporation of Gloucester, Massachusetts. The first carload arrived a few days ago and is now going out to the trade. Reports indicate that short shift will be made of the first shipment, a part of which is put up in one-pound boxes, the remainder in ten-pound boxes, with the contents wrapped in cellophane paper. A very complete description of the process of preparing this product was published in the March 26 number of this Journal.

### An Active Agency

The Standard Fisheries, which has been operating under that name for five years past, being a reorganization of the Bortone Fish Company, is one of the most active distributing concerns in Northern California, handling a complete line of coast fresh fish, and it supplies principally the Coast and Mountain states. Some varieties, however, are shipped to Denver, Omaha, Chicago and New York, which sort of evens up the score of shipping from New England to San Francisco, and gives the transportation companies a chance to make dividends. It is said of the Standard that it usually has anything you want and can give it to you right way. Seafresh Fillets is the latest addition to its stock.

### Operate Five Branches

The Standard Fisheries operate five branches along the coast—Eureka, Pittsburg, Pt. Reyes, Santa Cruz and Monterey. They operate five trawlers, employing 30 fishermen, besides having 75 independent boats in their service. Another force of 25 men operate trucks and market. Being located on the bay they are enabled to make shipments with a minimum of handling.

### Bosses Know the Biz

The heads of the concern are Al Toffanelli and J. Chicca. Mr. Chicca has his job laid out as accountant in charge of the office and is expert in mild cure processes. Mr. Toffanelli, who is in charge of buying and selling, has been in San Francisco long enough to pass for a native and probably is. Before going into

production and distribution he operated the largest retail fish market in the Bay City, so he has the view of experience on all angles of the game.

### A Team of Practical Men

Messrs. Toffanelli and Chicca both being practical fish men they have steadily developed the business since the day they took hold, improving operating methods and building up the trade. The country trade is taken care of with careful attention and the result is satisfied and contented customers. The General Seafoods Corporation could make no better connection for the Northern California and Nevada for the Seafresh products.

## CASTING ABOUT

(Continued from Page 26)

in the market \$120 per ton for canning and \$7 for fertilizer. The Swordfish is worth \$500 to \$600 per ton in the wholesale fresh fish market and \$7 per ton for fertilizer. Even the cheap Sardine is worth twice or three times as much for canning as for fertilizer. Mr. Shaver might send his journalistic products to the fertilizer market, as they unquestionably analyze pure quill, though it may not bring \$7 per ton in the open market. The idea that any edible fish can be converted into fertilizer at a greater profit than if sold for food is so absurd as to be unworthy of attention were it not for the fact that the propaganda is being fed to the public for political effect until it is accepted by the unthinking as truth because it is not contradicted. The hokey about good fish going into fertilizer has been exploited until the product that makes grass grow has an odor like attar of roses in comparison.

\* \* \*

### Making Pearls from Fish Scales

WHEN the Oyster quits shelling out pearls and the supply runs low, the fish-scale market may become strong enough to interest Western fishpeople. Back in Portland, and other points along the Maine coast, have been established what are called pearl essence plants, which pay 7 cents per pound for fish scales which heretofore have been a waste, which is worse than a total loss, because it has to be disposed of. It is estimated that fishermen have profited by the sale of fish-scales to the extent of \$250,000, which, while not such important money split a thousand ways, nevertheless it is not a sum to be sneezed at. One hundred pounds of the scales for which the essence factories pay \$7, it is said, are required to produce one pound of pearl essence, worth \$125 in the New York market. The essence, after elaborate processing, is used in the manufacture of beads, necklaces and miscellaneous jewelry, admired by people with long purses, so that if the pearl divers go on a strike Gwendolyn can still have her shining pearls. But speaking of Portland, Maine, easternmost city of the United States, it is also the largest fish receiving port in the United States, with San Pedro, or perhaps I should say Los Angeles Harbor, second, leading Boston last year by more than five million pounds and it was the biggest year in Boston's history at that.



### For Distribution

Month—	No. of Persons Went to Market	No. Trucks	No. Carts	No. Boats
November, 1928.....	622,178	26,242	14,173	1,154
December, 1928.....	697,986	29,518	16,587	962
January, 1929.....	654,097	26,010	14,649	840
	1,974,261	81,770	45,409	2,956

### To Bring Fish to the Market

Month—	Tons Fresh Fish	Tons Frozen Fish	No. Trucks	No. Cars	No. Boats
November, 1928 .....	20,398	184	414	1,493	1,412
December, 1928 .....	23,129	526	471	1,733	1,068
January, 1929 .....	17,686	357	510	1,285	870
	61,203	1,067	1,395	4,511	3,350

# Value of Crab Scrap As Poultry Food

## RESULTS OF OFFICIAL EXPERIMENTS CONDUCTED ON A MARYLAND POULTRY FARM

**P**OULTRYMEN of the west coast states may be aware in a general and indefinite way of the value of crab scrap as poultry food, but few, if any, have definite and reliable information on the subject. Therefore the experiment conducted on a Maryland poultry farm to determine the point, the result of which has just been reported by the U. S. Bureau of Fisheries through its monthly publication should be of keen interest to all engaged in the poultry industry as well as those having commercial connections.

### Tried on Common Stock

A flock of birds of no particular standard breed, but of the barnyard variety, were divided into two pens of 25 each. These birds were evenly divided as to age, type, size, and egg-laying qualities. At the time they were separated the hens were in late molt and the pullets were too young to lay, therefore, no eggs were being received from either flock at the start of the experiment. Crab scrap was fed to one pen and the other pen was used as a control.

The following basal ration was fed to both pens. Each bird received about three ounces of yellow corn and wheat per day. A dry mash consisting of 20 per cent yellow corn meal and 80 per cent wheat bran was kept before both flocks all of the time. Five per cent of crab scrap was mixed in the dry mash for one of the pens. This percentage of crab scrap was gradually increased to 20 per cent throughout the test. Each pen consumed from 1½ to 2 quarts of dry mash per day, except that the flock receiving the crab scrap consumed a larger amount of mash and appeared to eat the mash with greater relish. Each flock had a run of about one-fourth acre. Ample quantities of oyster shell were furnished each pen. Due to the size of the run the birds were able to pick up a few worms and some green feed.

### Daily Record of Production

A daily record was kept of the egg production, and the average weight of the eggs was obtained from time to time. Five representative birds from each flock were weighed once every two weeks. In addition, the following were noted: Shell texture, and general appearance of the birds, such as plumage, etc.

This is a report of the first phase of the experiment which has been going on for four months. In the second phase it is intended to feed five per cent of tankage to each pen in order to increase the protein for the control flock and yet maintain the equilibrium in order to obtain comparative results.

Egg production for the two flocks is shown as follows:

Month	Pen fed crab scrap	Control pen
December	37 eggs	16 eggs
January	171	36
February	286	124
March	444	303
Total	938	479

As near as can be calculated from the result of weighing all of the eggs, and obtaining the average weight thereby, it has been found to date that the eggs from the pen fed the crab scrap averaged ⅓ of an ounce heavier than the eggs from

the control pen. The shell texture of the eggs from the pen receiving the crab scrap has been somewhat superior to that of the control pen.

As stated above, five representative birds were weighed once every two weeks from each pen. Pullets were selected for these weighing tests. The following increases in weight were shown for the first two weeks:

Pen fed crab scrap	
Bird No. 1,	18 per cent increase
Bird No. 2,	12 per cent increase
Bird No. 3,	10 per cent increase
Bird No. 4,	11 per cent increase
Bird No. 5,	18 per cent increase

Control pen	
Bird No. 1,	12.8 per cent increase
Bird No. 2,	13.2 per cent increase
Bird No. 3,	7.7 per cent increase
Bird No. 4,	18.8 per cent increase
Bird No. 5,	tag was lost.

At the end of January the average weight of each representative bird in the pen fed crab scrap was 5 11/16 pounds. In the control pen the average weight was 5 9/16 pounds.

In December it was noted that the hens in the flock receiving the crab scrap came out of molt more quickly than the control pen. A general improvement in plumage over that of the control pen was shown by the flock receiving the crab scrap.

It should be taken into consideration that the basal ration fed to the control pen contained very little protein. For this reason the tests are being carried on, and in the second phase of the experiment the protein content of the basal ration of both pens will be increased. A more complete report will be forthcoming later.

Analysis of the crab scrap used in the feeding test follows:

Moisture	6.035 per cent
Calcium carbonate	44.06 per cent
Calcium phosphate	8.54 per cent
Protein	28.13 per cent
Sulphur	0.2919 per cent
Iodine	0.000056 per cent, or 560 parts per billion

Other constituents not determined 12.9375 per cent.

### A Valuable Supplement

It can be seen readily from the above analysis that crab scrap is a valuable supplement to the poultry ration. The high percentages of calcium carbonate and calcium phosphate are particularly beneficial in stimulating egg production and a good shell texture. While the protein content is not as high as that of tankage, fish meal, and other protein concentrates, it may be that the protein is in a form more readily assimilated. Unquestionably the high mineral constituents are playing an important role in the greater egg production and increase of weight of the poultry. It is not impossible that some of the rarer elements are present in animal food of this origin as it has been proven that sea-water contains at least 34 of the elements useful to life.

Scientists have recently shown that these rarer elements are very important in the relative productivity of soils. The iodine content, namely 500 parts per billion, is many times greater than that of

any feed from a land source. As is commonly known, iodine is very valuable in maintaining the health of the body and in preventing and curing goitre.

### Worth More for Food Than Fertilizer

The outlet for crab scrap as a poultry food would be far more desirable than is present diversion to fertilizer. In other words, its utilization as a feed concentrate would benefit both the poultryman and the fisherman. It is an economic loss to reduce to fertilizer a product which has such high nutritive potentialities as a food concentrate. Approaching from another viewpoint, it can be seen readily that crab scrap would command a price amply sufficient to justify profitable utilization, which it could never bring as a fertilizer stock. In the first place, only a negligible part of the potential supply is now being utilized at all and this is going into fertilizer. Inasmuch as crab scrap brings only \$30 per ton, or 1½ cents per pound as fertilizer stock, this is undoubtedly the reason why more of it is not being reduced now.

### The Supply Available

The total annual catch of hard crabs for the United States and Alaska is about 39,000,000 pounds; as approximately 85 per cent of the crab is non-edible, the annual crab waste, based on the above figures, is around 33,000,000 pounds. 18,500,000 pounds of this green waste is probably accessible for sufficient concentration of quantities to justify profitable utilization and should produce, upon reduction, about 8,000,000 pounds or 4,000 tons of dried crab scrap in finished form suitable for poultry feeding.

## ABERDEEN FISHERMEN REAPING A HARVEST

John Hannula, Jr.

ABERDEEN, Washington.—The Chinook Salmon run has been on here, off Gray's Harbor Bar, since April 20th, and fishermen have been reaping a harvest. Catches as high as 4,710 pounds have been delivered to local shippers. At 20c a pound straight, this makes a neat little sum approaching \$1000.00 for four days' fishing by two men. Not all, however, are doing so well. Most of the fish are large and have gone into the mild cure.

A drop in price is looked for in the near future.

For Northern California

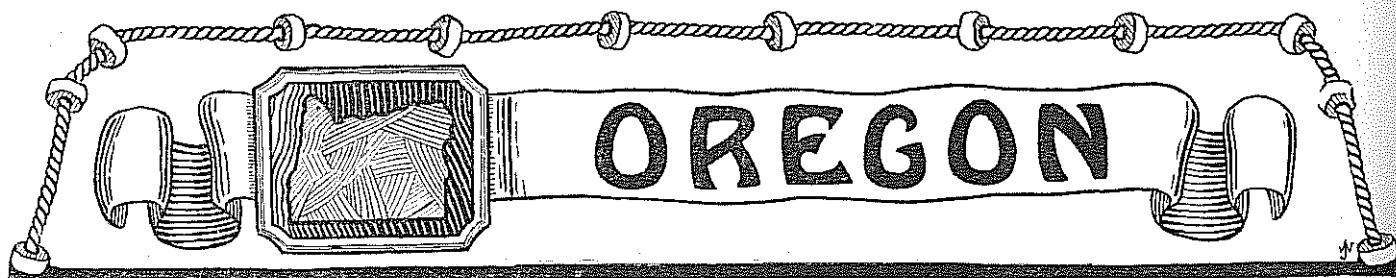
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## UNITED STATES AND CANADIAN COLD STORAGE HOLDINGS

United States.—According to statistics collected by the Bureau of Agricultural Economics, the cold storage holdings of frozen fish on April 15, 1929, totaled 31,359,595 pounds, compared with 26,473,066 pounds on the same date a year ago, and the five-year average of 22,258,000 pounds for April. This is an increase over a year ago of 18 per cent, and an increase over the five-year average of 41 per cent. The quantity of fish frozen during the month ended April 15 amounted to 4,887,869 pounds.

Comparison with normal holdings (five-year average) of the more important species shows the following increases and decreases in percentage:

### Increases

Bluefish .....	70
Butterfish .....	35
Cod, haddock, hake, etc.....	134
Croakers .....	1108
Flounders .....	90
Lake trout.....	49
Mackerel .....	136
Scup .....	214
Shellfish .....	149
Smelts .....	26
Squid .....	341
Sturgeon and spoonbill cat.....	165
Weakfish .....	676
Whitefish .....	64
Whiting .....	95

### Decreases

Cisco (tullibee) .....	34
Halibut .....	31
Herring, sea.....	8
Pike (including pickerel, jacks and yellow jack) .....	19
Sablefish .....	2
Shad and shad roe.....	33

Stocks of cured herring in cold storage on April 15, 1929, amounted to 23,286,667 pounds, compared with 13,331,131 pounds for the same date a year ago, and represent an increase of 75 per cent. Stocks of mild cured salmon amounted to 1,934,272 pounds, compared with 3,232,877 pounds for the same date a year ago, and represent a decrease of 40 per cent.

Canada.—The report of the Canadian Department of Trade and Commerce

shows that on April 1 fish stocks in Canada totaled 15,616,110 pounds of fresh frozen and 4,877,184 pounds of other fish in cold storage. Compared with the holdings on April 1, last year, the holdings of fresh frozen fish increased 23 per cent, and when compared with the holdings on March 1, 1929, they increased 7 per cent. Other fish in cold storage increased 15 per cent over the same month last year, and 3 per cent when compared with last month.

Stocks in cold storage consisted of 7,768,681 pounds of herring, 1,255,761 pounds of halibut, 1,098,437 pounds of cod, 3,443,965 pounds of salmon, 687,862 pounds of haddock, 845,373 pounds of whitefish, 325,860 pounds of mackerel, and 5,067,355 pounds of all other varieties.

During the month of March 2,191,509 pounds of fish were frozen, as compared with 3,290,735 pounds frozen during the month of February.

### LATE SEASON ON THE UMPQUA

Thos. Richmond of the Umpqua Jerked Fish Company reports a backward season on the Umpqua river in Oregon. He says:

"Our season opened here on the Umpqua on May 10th for Shad and Salmon, with not many fish—about ten to twelve tons a day of roe Shad and about two tons of Salmon—that is in the lower river. Anderson Fish Company of Astoria is doing considerable canning here this year, both in Shad and Salmon. I think that the late spring is the cause of the light run of fish here at the opening, and we expect in a week's time with good weather that we will be getting around 30 tons of roe Shad and about ten tons of Salmon daily.

Gardiner, Oregon, May 17, 1929.

### ACQUIRE FISH BUSINESS

WHEELER, Oregon. — The Sunset Fish Company has been acquired by William Snyder and David Harrison, who have purchased the interests of Herman Tubbesing and George Archibald. They will continue to handle fresh fish and mild-cure Salmon according to the Snyder process.

## ELECT PRESIDENT PUGET SOUND FISHERIES

Roy Jensen, manager of the Washington Fish & Oyster Company, was elected president, and J. Charles Prins, of the Ripley Fish Company, was elected Secretary-Treasurer of the Puget Sound Wholesale Fish Dealers Association at their annual meeting held April 19th. With these wide-awake men at the helm it is needless to say that the Puget Sound Association will be active every day of the year.

## SUPERIOR FISH COMPANY BUILDING NEW PLANT

SEATTLE, Wash.—The Superior Fish Company is building a new curing and packing plant at Elliott Ave. and Republican Street, and expects to be ready to begin business early in June. The building is 40x150 feet and the plant includes modern smoke house, storage space, and curing rooms. A retail market will be conducted in connection. Chris Moe, well known in connection with fish packing operations, is head of the Superior Fish Company.

## GETTING READY FOR BUSINESS

Reliable reports state the United Pacific Fisheries, being organized at Seattle, will soon be in a position to take over the interests it has under option and begin operations in the fresh fish business. It is stated that more than 100 Halibut boat owners and 500 Halibut fishermen have subscribed for stock, the issue of which is \$150,000.

## WCF BRINGS UNDERSTANDING

Mr. W. A. Burge, of the W. A. Burke Company, Los Angeles, along with a check for subscription says: "I certainly enjoy reading every word printed, as it is one of the greatest mediums of bringing about an understanding toward a higher elevation, that I know of in this business."

## Yep, and Rivers, Too!

Old gentleman (pointing toward Pacific Ocean): Are there any cricks out there where you c'n ketch catfish?

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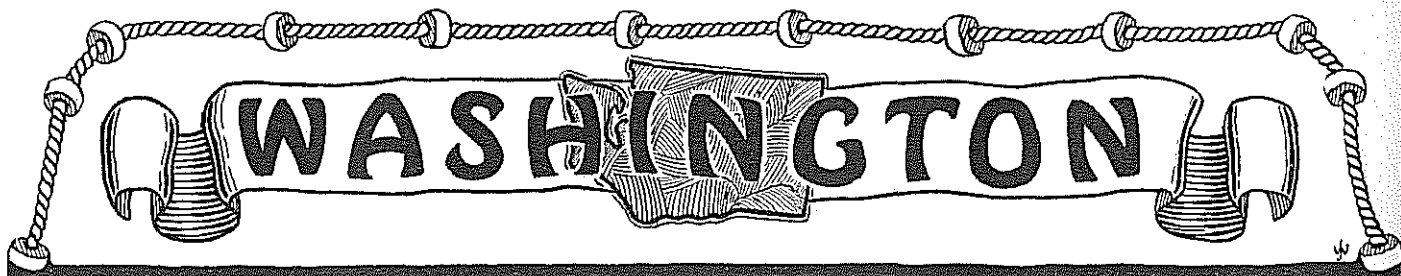
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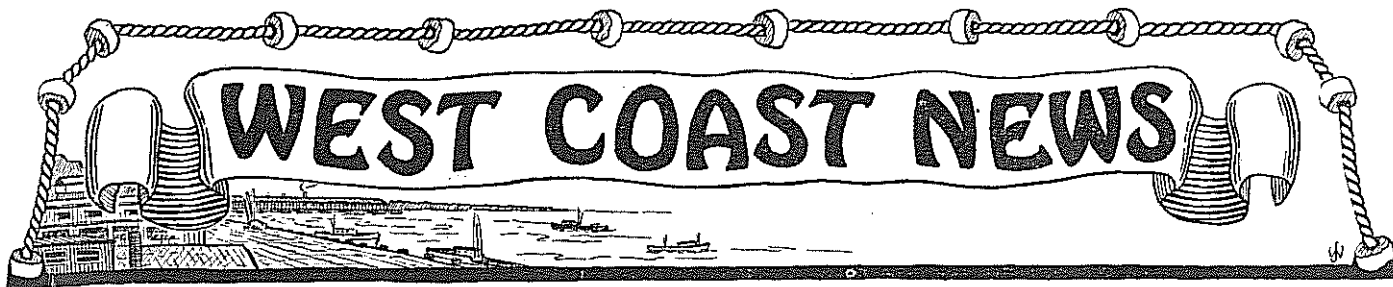
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## AVILA BECOMING A SUMMER RESORT

Fish are at present exceedingly scarce in local waters. The old-time abundance has so greatly waned that some of the three-mesh and gill men say that it will not be worth their while to replace their present gear when it shall become un-serviceable. To win a living from the sea seems more difficult every year. About the only thing that is making continuance at the business at all possible is the growing number of sport seekers who come here in summer to have a try at high-faluting modes of angling for "deep sea fish." These enthusiasts arrive by automobile, for the most part, and many have never seen salt water before. But, on the other hand, there is a considerable—and growing—percentage of these comers who journey down from "the Valley," making the pilgrimage an annual affair. These are veteran, have serviceable outfits, and get their fish.

Several men of the port have gone in for sport fishing on a commercial basis. That is to say, they are commercializing the sportsman who requires marine conveyance. John Simas, Manuel Scurri, and a few others have outfitted their boats with a view of capitalizing on the folk who "want to go along." It is humorously told by the boatman that the rougher the weather outside, the greater the profits, for not unusually the ardor of the anglers wanes rather rapidly when a really good chop has been ridden for awhile. The shorter the trips, the more of them in a day.

Martin Jonsich of San Pedro has transferred his family to Avila for the summer, so as to have his home convenient to his paranzella trawling operations. Captain Jonsich is owner of the *Ripper* and *Catherine S.*, the latter being the veteran billet-head vessel built by J. S. Sullivan at Wilmington more than ten years ago, especially for trawling at Avila. The staunch little boat has passed through numerous hands since launching, but still is at its intended activity.

The Jonsich trawl-catch is being sold locally, to large degree. Mr. L. M. Bow-lus of the San Luis Fish Company, San Luis Obispo, is understood to be the distributor who receives the principle part of the Avila drag set catch. Additional quantities are disposed of to peddlers who come down to the dock for their stocks; to the Avila retail market operated by W. A. Brown, and to tourists or spectators who purchase directly from the crew while the vessels are discharging at the wharf. Captain Jonsich reports poor success this season.

Long-line men after rock fishes have been more successful this season than the gill and trammel netters. Netting is becoming a losing game, and is to be abandoned by most of its few remaining adherents, according to their own statements.

By GEO. ROGER CHUTE

The Avila beach has been a busy place all spring. Several boats have been hauled out for general overhauling or for rebuilding to accommodate fishing parties, and the sands northward from the wharf have been a regular carpenter shop. As there is no marine railway or grid at the port, the men having to contrive ingenious schemes for hauling out, employing the tides as an assistance.

The Port San Luis fleet is being augmented by recruits arriving from Morro or Esteros Bay. The sea is filling in the lagoon there, and raising the bar at the entrance so rapidly that all of the larger boats are having to get out and stay out. Several of these already have come down to the fine deep-water harbor at Avila, it being thought that one or two may go to Cayucos to moor during this summer. But since the Cayucos anchorage is open to all sorts of winter weather it will be impossible for the small craft to lie there later than next fall, at which time they, too, will no doubt drop down the coast to spend the season of storms in safe haven.

## SANTA BARBARA SHORT ON FISH IN LENT

Like a run on a country bank, the lenten fish-rush cleaned out every scrap of stock held in reserve by the S. Larco Fish Company of Santa Barbara. This enlarged demand occurred just at the time when local landings were less than meagre, according to Mr. Frank ("Chico") Larco. "We sold out everything we had" he said, "and then it was frozen Halibut, frozen Salmon and more frozen Halibut. This was all northern stock—Seattle fish. We have had a lot of rough weather all spring."

The Larco company has now completed the installation of storm-proof moorings for every vessel of its sizeable fleet. These moorings are composed of 400 and 500-pound, long-stock, patent anchors each fitted with about 35 fathoms of  $\frac{3}{4}$ -inch (in the case of the heavier anchors) and  $\frac{5}{8}$ -inch iron chain. Heavy wire cables of plough steel are attached to these, the chains acting as a sort of spring when the vessels lift on heavy swells. Each mooring weighs approximately two tons, and represents an investment of some \$250.00. The company regards this outlay as a sort of insurance—positive prevention of loss rather than recompense for it.

The exposed nature of the Santa Barbara roadstead makes of it a perilous anchorage during the gales that occasionally descend upon it. But now, with the over-weight moorings that they have provided for their diesel fleet of paranzella trawlers and general service craft, the Larco brothers are confident that even in the event of another such blow as that last one which put a fortune in

yachts and small pleasure craft on the beach, their fleet will ride it out un-harmed.

The Company has nine vessels made fast in a row, when the entire flotilla is in. Six of these—three "sets"—are trawlers, the other three are tenders, Lobster boats and netters.

Mr. Larco reports very poor results as accompanying recent paranzella work "up North" (Port San Luis and Pismo Beach grounds) and in consequence the firm's sets are at present towing over the well known Santa Barbara Channel grounds known to the fishermen as the "Santa Cruz (Island) Flats."

## CRAB SHORTAGE IN SAN FRANCISCO

Cocktail bars, sea-food cafes, and Meiggs Wharf retailers complain that a shortage of local Crabs has prevailed for some time. As a result of this condition prices have advanced and many shell fish lunch places have been forced to erect placards which read: "Temporary Increase in Prices. Crab Louis—\$.50." This "temporary" increment has been exacted from customers for so long a time that the public now concedes it to have become permanent. Some of the stand-keepers say that trade is falling off, the extra dime charged being a little too much when coming into competition with standard restaurant prices for other foods. They admit that if conditions do not improve they will have to look for other employment, especially since they report a constantly less satisfactory condition in the market of both Eastern and Olympic Oysters—their stew and cocktail stock.

The worst feature is that what Crabs are available are of indifferent or independent quality, say the cafe men. Occasional lots are firm-fleshed and of prime quality, but too often the Crabs are found to be soft, and the meat watery. The idea is abroad among the counter-men that this condition is to be charged to the fact that the Crabs have been shipped in from distant places without adequate care while in transit.

There is no question that large lots of this shell fish are being imported into California from Oregon and Washington. Two or three of the smartest and most elegant of San Francisco's hotels have recently been showing "Seattle Crabs" on their bills of fare. Investigation proved the truthfulness of the confession of which they were making a boast—they were, actually, serving "Louis" from Crustaceans taken on the famous banks off Dungeness.

About 25% of the California Crab crop has, in recent months, been harvested from the limited area of Monterey Bay. With the depletion which may be expected to ensue uncurtailed exploitation, the state's total yearly Crab-catch is likely to drop below even the present insufficient amount.

### TROLL FLEET GATHERS OFF BODEGA BAY

King Salmon trollers are now arriving in numbers for the annual fishing. The boats hail from all ports up and down the coast, there being some from Oregon, and others from as far south as San Pedro, in the Tuna country. Monterey Bay is well represented, and the usual San Francisco and Pittsburg flotilla is out again this season. Some of these have been to Santa Cruz for the commencement of the run, stopping at Point Reyes on their way here.

The Smith Brothers are now changing over from their accustomed winter trawling with paranzella nets to the summer Salmon work. They will have in commission their two fine diesel boats, the **Smith Bros. No. 1** and the **Smith Bros. No. 2**. These are sister ships, 50-footers, double-ended, and powered with 45 h.p. Fairbanks-Morse crude oil engines. They are exceptional sea boats, and there are no better outfits than these in the trolling fleet. Captain William Smith will take out one of the two, Captain Steve Smith the other. In addition to the two trawlers the Smith Brothers will have at least one other, but smaller boat in the fishing, and perhaps two. One of the three other brothers will go master of each of these, and the crews will be filled out with hired help.

The Smith Brothers are native to this Bay, the elder Mr. William Smith having been the first commercial fisherman here so many years ago that the date is not remembered now by anybody.

The bar across the Bodega entrance is shoaling very rapidly, say the fishermen. In times not very long past vessels of considerable draft entered the port readily, but now powered craft of any size must figure the tide to make the entrance. The situation is becoming so acute that the Smith Brothers, who are the only local operators having boats of considerable size, declare that they will be compelled to transfer their headquarters to Russian River as soon as the jetty is constructed there and the inside lagoon made accessible as an anchorage.

### SANTA CRUZ TROLLING MID-SWING

Salmon trolling has again been a disappointment to the fishermen. Optimistic boatmen who gathered here a few weeks ago have mostly drifted back north—from which direction many of them came. Only a few of the "foreign" boats remain, and these will soon be moving

up-coast together with a large part of the local fleet.

The season commenced with no fish at all in evidence. Then small-sized Salmon such as were taken at times last summer began to school inside the bay. Many of these fish did not weigh two pounds. On April 26 one boat landed 5 Salmon that totalled less than 15 pounds! As a result of this condition some of the boats did not go to sea at all, but "laid in," waiting for the appearance of larger fish. However, a considerable proportion of the fleet kept at the work, trolling in the in-bay waters—the locality where the immature stock seemed most to abound.

A week or so afterwards big Salmon began to gather in the outside waters. The first really handsome specimens then began to be brought in. But at this same time the sharks came—big ones, seven and eight feet long, and hungry. The fishermen certainly did not relish their constant presence, for aside from their very serious depredations, they were dreaded as being the tropical sort of such ill fame. These animals seemed ravenous, and went for the spoon baits in a way to do a Salmon shame. Some of the boats lost so many hooks that they became discouraged and tied up temporarily, the cost of the tackle sacrificed exceeding the profits from the sale of the catch. The big Sharks bit the spoons neatly off the line or else parted the gear farther up, towards the boat, dragging the whole business away after them. On May 15 one troller came in about noon, reporting that the Sharks had entirely cleaned him out of spoon-hooks, leaving him with nothing with which to work. However, he brought to port seven fish that weighed more than one hundred and fifty pounds.

### SAN FRANCISCO TRAWLERS AT SANTA CRUZ

Santa Cruz is being paid its annual summer visit by one of the San Francisco sets of paranzella trawlers. The pair is one of those belonging to the San Francisco-International Fish Company. Mr. G. Alioto, president of the company, makes a regular practice of dispatching one of his several sets of Diesel drag-boats to Monterey Bay for the April to August period. The catch is almost exclusively small Flounders (called "Sole" by the trade) the ratio of small to the large fish being about five boxes to one. The boats discharging at the Santa Cruz municipal wharf, where a waiting truck is cargoed with the catch and hurried away to San Francisco, 90 miles distant.

Fish caught in the morning are landed in the evening and sold early the next morning.

### BOLINAS FISHERMEN DIGGING CLAMS

Beach camps of Indians, Italians and Portuguese inhabiting the shores of Bolinas Bay have been suffering from poor fishing conditions all of this past winter and spring, state the residents. Since within the Bay there is now no Salmon fishing, this chief dependence of the people has likewise failed them. Now, lately, the Perch and Smelt also seem to have disappeared. A dearth of natural means of living is a serious matter for these simple people. The almost complete lack of any local employment other than that of fishing places them in a sort of primitive situation where poor hunting or poor fishing means famine. The men say that they have been subsisting very scantily, gleanings meagre livelihood from Clam-digging. Voyages of five or six miles are being made by some of the diggers, rowing in skiffs, to reach the better Clam grounds.

### CONTRACT LET FOR BUILDING MONTEREY CANNERY

Monterey, Cal.—Construction of Monterey's new Sardine cannery and reduction plant started early in May. Out of a field of six bidders, some of them from San Francisco, C. L. Todd, Pacific Grove contractor, won the contract at the low figure of \$39,799 for construction of the building to be occupied by the Customs House Packing Corporation.

William Oyer, one of the officers of the corporation, states that the job will call for about 70 days of work before it reaches completion. When that time comes the new building is expected to be one of the show places of Monterey's industrial water front. Where most canneries are finished with frame or corrugated iron on the exterior, the new plant will be attractively plastered. The use of red tile will be another mark of distinction.

Monterey's old customs house, one of California's oldest landmarks, has supplied the motif for the design of the structure and for its name.

Before the start of the next Sardine season the plant will be in operation. Much of its first year's catch has already been contracted for.

Needless to state, the latest packing and reduction equipment is being installed. The directors of the organization hope to make their place one of the finest of its kind on the coast.

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LOS ANGELES, CALIFORNIA



### **Halibut Tariff of 2c Per Pound Viewed With Disfavor by Canadians**

A report from Prince Rupert states that the City Council, Board of Trade, Trades and Labor Council, Deep Sea Fishermen's Union, Canadian Halibut Vessel Owners' Association, Northern B. C. Salmon Fishermen's Association and Retail Merchants' Association are identified with a move that is now being made with a view to bringing about the elimination of the proposed 2c a pound tariff on Canadian Halibut entering the United States. A resolution on the matter is to be forwarded to the federal government at Ottawa. Halibut fishermen are said to be strongly in favor of closing the port altogether to American fishing vessels as an act of retaliation against the tariff. Business interests of the city seem to feel, however, that, by doing so, irreparable damage might be done to the port. The suggestion is made that other methods of negotiation be exhausted before any such measures be resorted to. On May 14 five U. S. Salmon trollers were seized in Goose Island Harbor, charged with violation of the treaty of rights in anchoring in Canadian waters. Major Motherwell, chief supervisor of fisheries on the Canadian Pacific coast, declared treaty provisions between the United States and Canada allow such boats to come into Canadian ports only for wood, water, repairs or shelter. It is asserted the seized boats were at anchor when weather conditions were favorable and there was no necessity for shelter. While it is claimed that the action was taken on the complaint of Canadian fishermen asserting that foreign boats competing with them on the Salmon fishing banks along the coast of British Columbia, outside the three-mile limit, are making a convenience of Canadian ports, it is surmised that the moving spirit is really resentment against the proposed Halibut tariff.

### **Should Show Appreciation Of the Port of Prince Rupert**

Seattle Halibut fishing vessel owners recently asked Washington to refuse the request of the Alaskan port of Ketchikan which sought to have American fish landed at Prince Rupert subject to duty. The Alaskan port is regarded as a rival of Prince Rupert and has repeatedly tried to have the "in bond" landings from U. S. fishing vessels at Rupert stopped, so that it would get the business. In opposing the request of Ketchikan, the Seattle fishermen, however, upheld the imposition of a duty of 2c per pound on Canadian Halibut. David Ritchie, president of the Canadian Halibut Fishing Vessel Owners' Association, expressed the opinion that this is too much of a good thing. He is quoted as saying: "Since the use of Prince Rupert as a landing port means much to Seattle fishermen, isn't it about time for them to show their appreciation by asking their Government to reduce the duty on Canadian Halibut going into the United States?" So there we have it again. It is the 2c tariff that pinches.

### **Tariff Means Disaster To Irish Mackerel Fisheries**

A report from Arklow on the Southwest coast of Ireland states that the proposal before the Tariff Committee in Washington to sharply increase the tariff on all fish imported into the United States is viewed with the gravest concern in that part of Ireland, where success or failure of the Mackerel fishery is of vital moment to a considerable number of fishermen. In the south and west coast, the Mackerel fishery is pursued both in the spring and autumn. The spring fishery at this time, however, is of very limited proportions as compared with the good old days, for the reason that the catches are spasmodic, that the number of boats engaged is limited, and that the transport facilities and cost of transport since the Great War are almost prohibitive. The autumn Mackerel fishery in the same ports has been dormant, but recently there has been a revival, the catches in some seasons being very heavy, and the price remunerative for the reason that there was a good and ready market for the cured product in the United States. The curing of the fish also gave a large amount of local employment. The Free State alone exports fish valued at half a million dollars to the United States, and this is almost entirely composed of the autumn-cured Mackerel. If a higher tariff is imposed, this export will cease as impossible. As stated at a recent meeting of the Kinsale Harbor Board, a tariff of \$20 per barrel on cured fish would sound the death-knell of the Mackerel fisheries off the south and west coast of Ireland. The export trade in cured Herrings to the United States would also be killed, but, unlike the Mackerel fishery, there are other openings for the export of Herrings.

### **Government Controlled Wireless For All Fishing Vessels of Iceland**

Since the general adoption of wireless on board foreign trawlers frequenting the waters round Iceland, the number of vessels arrested for fishing in forbidden waters is almost nil. It appears that all these trawlers keep up a constant correspondence with each other, but as the Icelandic authorities are never able to interpret the messages, which are frequently tapped, the conclusion arrived at is that the trawlers use a secret code, and that they would not do so if everything was fair and above board. The Iceland Minister of Justice has therefore, brought a bill before the Althing to compel all Icelandic trawlers to carry wireless. The sets will be under Government control and all telegraphists will be obliged to record messages they succeed in taking, and, in addition, they will not be allowed to use codes that are not officially approved. The idea is, apparently, says the Copenhagen newspaper "Nationaltidende," that the Icelandic trawlers are to keep an eye on each other, and so prevent any co-operation between Icelandic

and foreign boats. Correspondence in an unknown code will be made an offense and the bill provides for fines up to 30,000 kroner—about \$7,500.

### **Movements of the Tuna Through European Waters**

The movement of Tuna, or Tunny as called in northern Europe, was described in a lecture recently delivered by M. Le Gall, a French angler, before the British Sea Anglers' Society in London. M. Le Gall, in describing the breeding grounds and movement of this fish, first made reference to the spawning grounds in the Mediterranean, and went on to explain the route these fish are known to follow annually in search of food. These fish have been reported off the Scilly Islands in April and May, and from these waters the fish worked up to the West Coast of Ireland, round the North of Scotland, and then into the North Sea. The Tuna were to be found in the North Sea from August onwards, and then penetrated as far south as Scarborough, and as far east as Denmark. When October arrives they disappear mysteriously, and it is generally presumed that they depart round the North of Scotland into the open Atlantic.

### **Seek Protection Against Foreign Trawlers**

Captain Kristian Bergsson, chairman of the Icelandic Fishing Company, representing 1500 Icelandic fishers, has been in Copenhagen, Denmark, negotiating with the Danish authorities with a view to securing the effective protection of young fish, especially Plaice and Cod, in international waters adjoining the Arctic territorial waters at Fakse Bay and Brede Bay, where, it is contended, British, German, Belgian and Dutch trawl fishers utilize their fishing rights to an extent injurious to young fish. It is asserted that frequently large quantities of immature fish are destroyed by the trawlers. What action the Government of Denmark will take has not been indicated at this writing.

### **International Council for Exploration of the Sea**

The International Council for Exploration of the Sea convened in London, April 8. This is a body founded in 1902 for the international investigation of fisheries and oceanography. Fifteen countries are now represented on it, namely, Belgium, Denmark, France, Finland, Germany, Great Britain, Holland, Irish Free State, Italy, Latvia, Norway, Poland, Portugal, Spain and Sweden.

The Council usually meets in Copenhagen, which city is the headquarters. This year, however, the meeting was held in London on special invitation of the government. Two days were set aside for the discussion of the fluctuation of fisheries. Work of the past year was reviewed and discussed and the program of work for the coming year laid out.

# OCEAN GOLD

Story by H. Dukinfield

Dialogue by Catherine Rogers

**SYNOPSIS** of preceding chapters: Joe Cavanaugh and Manuel Sorenito, friends since boyhood, each owning an expensive and modern type fishing boat named the Kingfisher and Sea Gull respectively, decide to race their ships, much to the dismay of Joe's son Paul who is in love with Manuel's daughter Marie. Slim Bularis, also in love with Marie, is Joe's first mate. After the race had been arranged, Joe called his crew together and told them of it and added that if the Kingfisher won each member of them would receive a crisp \$50 bill. The night preceding the start of the race a mysterious figure might have been seen stealthily slip over the side of the Sea Gull and a little later return. But a cleat had been attached to the Sea Gull's rudder below the water line to cause a water drag. Now go on with the story:

## CHAPTER III

### The Race—Continued

The rivalry between Joe and Manuel as to the superiority of their vessels had not dimmed their staunch friendship for each other, and a few moments before the report of the revolver that started them off, they had again met. Perhaps it was to chide each other as had been their usual custom; or, perhaps, it was to assure one another that this race was a friendly one.

"Say," began Manuel, by means of starting the conversation, "heard a pip on the Scotchman last night."

"You should leave the poor Scot alone for a while," returned Joe, "but I'm all ears and can't bear suspense, so fire away."

"Well, Mr. and Mrs. McTavish went into a restaurant for their noon meal," said Manuel. "The gentleman ordered a ham sandwich, and when it was placed before him he divided it equally, giving half to his wife, and proceeded to enjoy his own portion. The waiter, who was standing close by, noticed the lady wasn't eating, so he asked her if her sandwich was all right, saying he noticed she wasn't eating it. She replied that the sandwich was entirely all right, and that she was only waiting for the teeth."

Joe laughed in spite of himself, but his mind was on more important matters, and glanced at his watch.

"Almost time; we'll have to be moving," he declared; "I'm anxious to get started."

"Yes, and so am I," returned Manuel, "and one of us is going to win."

Here he paused a moment, as if to make the occasion impressive, and then, pretending sadness, continued, "Joe, old man, I'm sorry for you," then playfully slapped him on the shoulder.

A few moments later and both the Kingfisher and Sea Gull were on their way and the race was on. It was a pretty sight to see those two mammoth fishing vessels cleaving the waves.

The sun was up now and fairly beamed down on them, making a dazzling and beautiful picture. Is it any wonder that those two men, lifelong friends, were proud of their possessions? They both represented many years of hard struggle and work before the attainment of their dreams.

Within an hour it was apparent that the deadly cleat was doing its work, for the Sea Gull was unmistakably slipping behind.

Manuel was puzzled, worried, then frantically he shouted for more speed. The engines were crowded to their utmost, yet the Kingfisher was steadily gaining.

"What was the matter? There surely must be some good reason for this sudden change of affairs," Manuel muttered to himself.

The Kingfisher was first to reach the fishing banks, and all hands were quickly turned to the task of preparing for and taking aboard the expected catch. A few minutes later the Sea Gull arrived, and her crew got to work in earnest. Eventually the catch was taken aboard and stowed away, and preparations were made for the return trip. Each skipper signalled to the other his readiness, and the return journey began.

Again the Kingfisher pulled away from its rival and, as if to emphasize its superiority, arrived at the cannery dock nearly two hours ahead of the Sea Gull.

It was amid the shouts and cheers of the people assembled on the dock that Joe left his boat and pushed his way through the crowd toward the cannery manager, who promptly delivered to him the stakes and shook his hand vigorously.

Manuel was nonplussed and despondent; it was not the loss of the "iron men" that bothered him, it was the loss of the faith he had always placed in his Sea Gull. But, after all, had he really lost faith? Things kept coming into his mind, things that might have caused it; and yet he felt positive that she had been in tip-top shape.

He resolved that he would have his engines thoroughly tested and overhauled by experts; he'd have the smartest men in the game do it. Yes, and he'd have the entire operating and propelling equipment inspected and tested; he'd find out what was the trouble!

It was in just such a state of mind that Marie found him when she ran out on the dock to welcome him. Her words of consolation and sympathy were scarcely heard, for her father's mind was fast traveling, planning, and he just patted her hand and said nothing.

The old world keeps on moving; none of us have trouble to impress Old Mother Earth. Sometimes in our grief we wonder how others can laugh and be happy, but it is so; and when the sun shines again we forget that it has rained.

That is the way with youth, and Paul and Marie, happy in their love and plans for the future, soon forgot about the race. Marie proudly showed Paul through the cannery, explaining to him each operation of the great industry, and he, all inquisitive and happy while in her company, never misses an opportunity to see her each time the Kingfisher reaches port.

Mature years are so different from youth, for Manuel thought of nothing but his defeat. The experts had found nothing, but his boat did not pick up in its speed, so now, as a last resort and desperate, he decided to put it on the ways for a thorough inspection of the hull.

Of course the cleat was discovered, and Manuel was happier than he had been for many days. He had not only found the cause of the trouble, but had found his faith in his beloved Sea Gull once again.

The more he thought about it, the more convinced he became that it must have been Joe that had placed that cleat on the rudder. Yes, he could see it all now;

that was why he'd been so sure that he would win. He'd have it out with him in the morning. Just to think that his friend of such long standing could do this thing to him!

(To be continued)

Is Joe guilty? If not, who else could have done it? Watch for Chapter IV, in the next issue.

## THE YOUNGEST FISHERMAN

By Roxie Hilt

The oldest fisherman won't admit his title of longevity, but Lawrence Amaral is proud of the distinction of being the youngest commercial fisherman on Santa Cruz wharf. Lawrence is just four years old. Every day he goes Salmon fishing with his father, Tony Amaral, getting up at 4 A. M. and staying out till noon or later.

This fisherman's mascot doesn't know the meaning of seasickness. While land-lubber children of his tender years are snoozing quiet in their beds or playing in the back yard, Lawrence is helping haul in the catch, or, if overtaken by the sandman, sleeps in the bottom of the boat. He has a small hook and line, which he throws over the side of the boat. He was so disappointed over not catching any Salmon on his line that his father one day slipped a small live Salmon on the hook when Lawrence wasn't looking that way. Lawrence had all the thrill of landing a real Salmon.

In the afternoons ashore, Lawrence helps his father mend nets. One day while thus engaged, he remarked: "Daddy, if you was to fall overboard, I'd throw you the anchor." For this bright saying he surely merits an extra ice cream cone.

## EFFECTIVE METHOD OF REDUCING

Rowing a thirty-foot launch four and a half hours was the recent experience of two Santa Cruz fishermen. Pete Silva and Giacomo Stagnaro set out one morning in the "Dora," headed for the Black Cod zone. They were twelve long miles from shore when the boat struck what they believe to have been a large oil Shark, bending the propeller shaft in such a way that the steering apparatus "froze up." This occurred at 4 A. M.

Pete and Giacomo took to the emergency oars. They sighted two other boats on their way, but their signals of distress were not seen. At 9:30 they arrived at the municipal wharf tired out and with blistered hands.

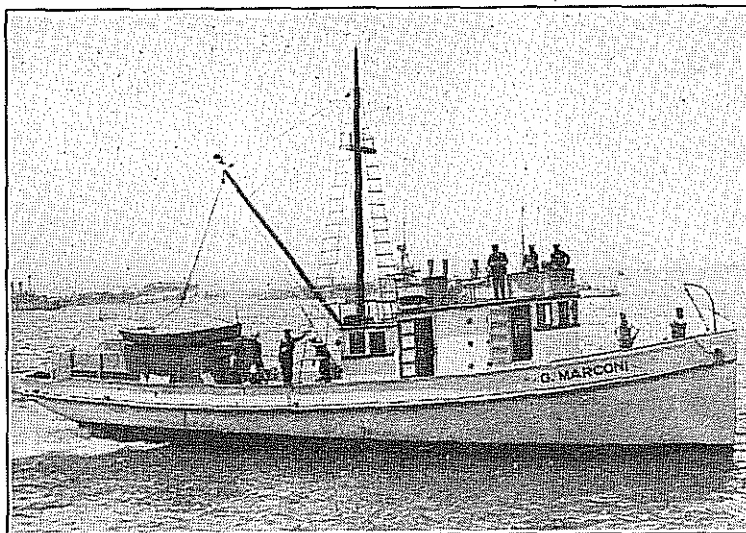
"If you want to lose excess weight," declares Pete, "try rowing. By the time we reached the whistling buoy I lost at least three pounds."

## FIND FOSSIL OF SEA COW

Discovery of the fossil of a Sea Cow which, according to archaeologists, flourished her tail about two million years ago, is reported from Santa Barbara, California. The fossil was exposed by a blast during the work of excavation on the Peter Cooper Brice estate, and the fossil, which was embedded in shale eighty feet above sea level, in the cliff above the ranch, is being recovered by David B. Rogers, archaeologist of the Santa Barbara Museum of Natural History, and Harry Schoepf, assistant curator of the museum. It will be added to the collection of fossils of that institution.

# Peter Rask

## Says



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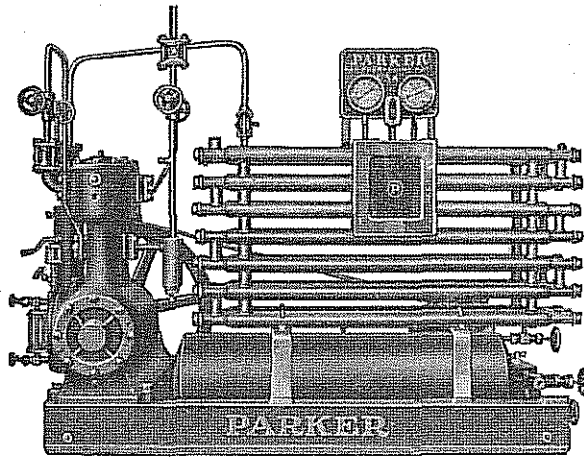


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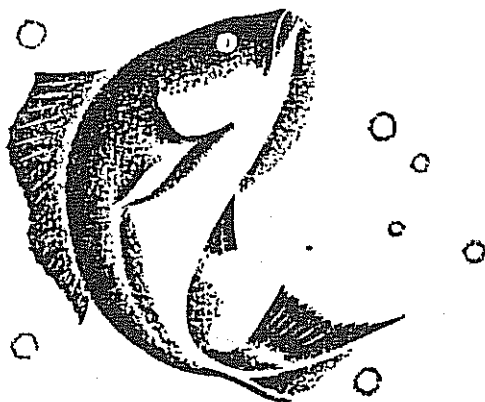
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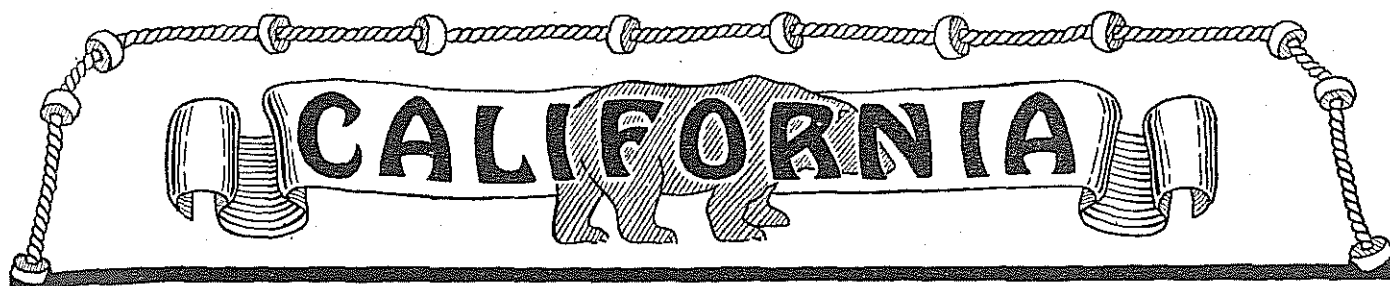
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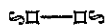
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